

2023-2026 Transportation Improvement Program for the Green Bay Urbanized Area



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



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 visit our website at www.browncountywi.gov/BCPCGreenBayMPO and 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. The STH 29/CTH VV Interchange under construction. Green Bay MPO staff applied for and received a federal BUILD grant of just under \$20 million on behalf of Brown County for the project. Local matching funds are being provided by the Village of Hobart, Village of Howard, and Brown County, and the project is being administered by WisDOT.

RESOLUTION NO. 2022-11

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION APPROVING THE
2023-2026 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

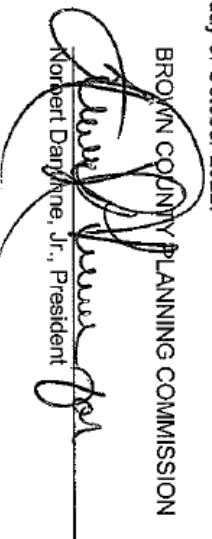
WHEREAS, the BCPC Board of Directors is the Green Bay MPO's policy board; and

THEREFORE, BE IT RESOLVED, that the BCPC Board of Directors approves the 2023-2026 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 5th day of October 2022.

BROWN COUNTY PLANNING COMMISSION


Norbert Darbyne, Jr., President

ATTEST:



Cole Runge, Planning Director/MPO Director

BOARD OF DIRECTORS (MPO Policy Board)

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Sean Gehin	Eric Rakers	
Steve Grenier	Andy Smits	

Non-Voting

William Wheeler, FTA	Mary Forlenza, FHWA	Matt Schreiber, WisDOT
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METROPOLITAN PLANNING ORGANIZATION (MPO) STAFF

Cole Runge	Planning Director/MPO Director
Lisa J. Conard	Principal Transportation Planner
Ker Vang	Senior Transportation Planner
Casey Krasselt	Transportation/GIS Planner
Vacant	Transportation/GIS Planner

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 2023–2026. Projects programmed in calendar year 2027+ 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 Brown County Planning Commission Transportation Subcommittee (serving as the MPO Technical Advisory Committee) met on September 13, 2022 and made a recommendation for approval of the 2023-2026 TIP to the Brown County Planning Commission Board of Directors.

The Brown County Planning Commission Board of Directors (MPO Policy Board) is met on October 5, 2022 and approved the TIP by a vote of 18-0.

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

The Bipartisan Infrastructure Law (BIL) includes several 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). Transportation Alternatives, commonly referred to as TAP, is a set-aside from the Surface Transportation Block Grant (STBG) Program. TAP encompasses a variety of smaller-scale transportation projects such as bicycle and pedestrian facilities, recreational trails, and safe routes to school projects, among others.
6. Carbon Reduction Program (CRP). The Bipartisan Infrastructure Law (BIL) establishes a Carbon Reduction Program. This new federal program provides funding for projects that reduce transportation emissions.

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 BIL (The following text has been included in the TIP at the request of Federal Highway Administration)

The BIL 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.
- 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.
- 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.

PROCEDURE FOR FHWA FUNDS SUBALLOCATED BY THE U.S. CONGRESS TO THE GREEN BAY URBANIZED AREA

- MPO approval is required to use or interchange FHWA funds suballocated by the U.S. Congress to the Green Bay Urbanized Area for projects not identified for that source of funding in the TIP.

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.
- Use or Interchange of FHWA Funds that are Suballocated by the U.S. Congress to the Green Bay Urbanized Area
 - Use or interchange of FHWA funds suballocated by the U.S. Congress to the Green Bay Urbanized Area for projects not identified for that source of funding in the TIP.

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
2023-2026 PROJECTS

A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

The 2023-2026 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 (CY) in which they are scheduled to occur or the year in which the capital item will be acquired as requested by WisDOT. However, WisDOT programs projects using the Federal Fiscal Year (FFY) calendar. The FFY is October 1-September 30. Therefore, for example, a project Letting date (the date the contract is awarded) of November 2023 will appear in the TIP as a Calendar Year 2024 project.

A project location map, Figure A, shows the approved roadway project locations. The map does not include right-of-way, preliminary engineering, and painting projects. All 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 years”, which are 2027 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 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.
STBG-HIP	STBG – Highway Infrastructure Program (South Bridge Connector)
STBG-Local	STBG Local Roads – Communities of <5,000 population (Wequiock Road)
BUILD	Better Utilizing Investments to Leverage Development (STH 29 & CTH VV Interchange)
TAP	Transportation Alternatives is a set-aside of the Surface Transportation Block Grant Program (aka TAP)
CRP	Carbon Reduction Program
HSIP	Highway Safety Improvement Program
CRSSAA	Coronavirus Response & Relief Supplemental Appropriations Act
Section 5307	Urbanized Area Formula Grants Program
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities
Section 5311	Rural Transit Assistance Program
Section 5339	Bus and Bus Facilities Program (formerly 5309 Capital Program)

Figure A

Project Locations



B. SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

Project Prioritization

As it was under the Fixing America's Surface Transportation (FAST Act), the new BIL 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 most recent 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 increased under BIL from \$17,643,730 to \$23,102,140. All roadway projects, including those funded under the STBG Program, can be seen in Table II-1

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

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & 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
158-20-001 (2023)	Safety	RE				0				0				0				0				0
158-21-001 (2024)		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-22-001 (2025)																						
158-23-001 (2026)	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
			HSIP				HSIP				HSIP				HSIP				HSIP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-20-002 (2023)	Rail/Highway	RE				0				0				0				0				0
158-21-002 (2024)	crossing improvements	CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
158-22-002 (2025)																						
158-23-002 (2026)	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
			STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-20-003 (2023)	Rail crossing protective devices	RE				0				0				0				0				0
158-21-003 (2024)		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-22-003 (2025)																						
158-23-003 (2026)	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
			STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25	20	0	5	25
158-20-004 (2023)	Enhancements	RE				0				0				0				0				0
158-21-004 (2024)		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
158-22-004 (2025)																						
158-23-004 (2026)	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
			STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-20-005 (2023)	Preventative Maintenance projects	RE				0				0				0				0				0
158-21-005 (2024)	Interstate Highway System	CONST	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200
158-22-005 (2025)																						
158-23-005 (2026)	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
			NHPP				NHPP				NHPP				NHPP				NHPP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-20-006 (2023)	Highway Safety Improvement	RE				0				0				0				0				0
158-21-006 (2024)	Program (HSIP)	CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
158-22-006 (2025)	list as STP per WisDOT																					
158-23-006 (2026)	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
			STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-20-007 (2023)	Preventative Maintenance projects	RE				0				0				0				0				0
158-21-007 (2024)	on the National Highway System	CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
158-22-007 (2025)																						
158-23-007 (2026)	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
			NHPP				NHPP				NHPP				NHPP				NHPP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-20-008 (2023)	STP Preventative Maintenance	RE				0				0				0				0				0
158-21-008 (2024)	Connecting Highway System	CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
158-22-008 (2025)																						
158-23-008 (2026)	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
			STP				STP				STP				STP				STP			
WisDOT	Grouped Projects	DESIGN				0				0				0				0				0
158-20-009 (2023)	Highway Safety Improvement	RE				0				0				0				0				0
158-21-009 (2024)	Program (HSIP) & OCR	CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
158-22-009 (2025)	Rail-Highway Crossing Safety																					
158-23-009 (2026)	0.00 miles P	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
			HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR				HSIP/OCR			

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Village of Allouez	Libal Street	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	3,743	0	936	4,679				0				0				0
158-19-010 (2024)	4517-06-71 (design in 2020) 1.03 miles P	TOTAL	0	0	0	0	3,743	0	936	4,679	0	0	0	0	0	0	0	0	0	0	0	0
							STBG-Approved															
Village of Allouez	Libal Street	DESIGN	100	0	25	125				0				0				0				0
	LeBrun St to Vande Hei Rd	RE				0				0				0				0				0
	Mill & overlay sidewalk added	CONST				0				0	634	0	158	792				0				0
	0.36 miles P	TOTAL	100	0	25	125	0	0	0	0	634	0	158	792	0	0	0	0	0	0	0	0
			STBG-Requested not Approved								STBG-Requested not Approved											
Village of Allouez	Broadview Road	DESIGN	120	0	30	150				0				0				0				0
	Webster Av to Libal St	RE				0				0				0				0				0
	Reconstruction with new sidewalk on north side of the road	CONST				0				0	1,096	0	274	1,370				0				0
	0.46 miles P	TOTAL	120	0	30	150	0	0	0	0	1,096	0	274	1,370	0	0	0	0	0	0	0	0
			STBG-Requested not Approved								STBG-Requested not Approved											
Village of Bellevue	Allouez Avenue	DESIGN				0				0				0				0				0
	Hazen Rd to Main St (USH 141)	RE				0				0				0				0				0
	Reconstruction w bike lanes & sidewalk	CONST				0	2,397	0	599	2,996				0				0				0
158-20-012 (2024)	4516-10-71 (design in 2021) 0.92 miles P	TOTAL	0	0	0	0	2,397	0	599	2,996	0	0	0	0	0	0	0	0	0	0	0	0
							STBG-Approved															
Village of Bellevue	Hoffman Road	DESIGN	0	0	269	269				0				0				0				0
	Bellevue St to Monroe Rd (CTH GV)	RE				0				0				0				0				0
	Reconstruction w bike lanes & sidewalk	CONST				0				0	1,373	0	344	1,717				0				0
158-22-029	4516-11-72, 73 0.72 miles P	TOTAL	0	0	269	269	0	0	0	0	1,373	0	344	1,717	0	0	0	0	0	0	0	0
			Local								STBG- Approved											
Village of Bellevue	Ontario Road	DESIGN	0	0	173	173				0				0				0				0
	Eaton Rd (CTH JJ) to N Village Limits	RE				0				0				0				0				0
	Reconstruction w bike lanes & sidewalk	CONST				0				0	751	0	189	940				0				0
158-22-030	4516-12-74, 75 0.50 miles P	TOTAL	0	0	173	173	0	0	0	0	751	0	189	940	0	0	0	0	0	0	0	0
			Local								STBG-Approved											
City of De Pere	Lawrence Drive	DESIGN				0				0				0				0				0
	500' s/o Fortune Av to Scheuring Rd	RE				0				0				0				0				0
	Reconstruction w improved crosswalk & bike lanes	CONST				0	2,439	0	610	3,049				0				0				0
158-18-011 (2024)	4985-00-61, 62 0.50 miles P	TOTAL	0	0	0	0	2,439	0	610	3,049	0	0	0	0	0	0	0	0	0	0	0	0
							STBG-Approved															

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
City of De Pere	S. Sixth Street Lande Street to Grant Street (CTH EE) Reconstruction w sidewalks	DESIGN RE CONST	525	0	131	656				0				0				0				0
						0				0	2,240	0	560	2,800				0				0
		TOTAL	525	0	131	656	0	0	0	0	2,240	0	560	2,800	0	0	0	0	0	0	0	0
	0.44 miles P		STBG-Requested not Approved								STBG-Requested not Approved											
City of De Pere	LED Street Lights various locations	EQUIP	46	0	11	57				0				0				0				0
		TOTAL	46	0	11	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-22-302 (2022)			CRP - Approved																			
Green Bay Metro	Replacement Buses Two 35' buses STBG funds transferred to FTA Funds approved in CY 2019 project scheduled for 2025/26 4987-02-76	EQUIP				0				0	695	0	505	1,200				0				0
						0				0								0				0
		TOTAL	0	0	0	0	0	0	0	0	695	0	505	1,200	0	0	0	0	0	0	0	0
158-20-013			STBG-Approved																			
Green Bay Metro	Replacement Bus One clean diesel bus STBG funds transferred to FTA Funds approved in CY 2022 (BIL) project scheduled for 2025/26 WisDOT ID pending	EQUIP				0				0	480	0	120	600				0				0
						0				0								0				0
		TOTAL	0	0	0	0	0	0	0	0	480	0	120	600	0	0	0	0	0	0	0	0
158-22-021			STBG-Approved																			
Green Bay Metro	Bus Stop Signs Solar Powered Bus Stop Signs WisDOT ID pending	EQUIP	85	0	21	106				0				0				0				0
						0				0				0				0				0
		TOTAL	85	0	21	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-22-113 (2023)			STBG-Approved																			
Green Bay Metro	Replacement Vehicles (2) 29-40' Bus	EQUIP				0	1,863	0	466	2,329				0				0				0
Metro to request funds under both FTA & FHWA	(2) 29-40' Bus	EQUIP				0				0	1,895	0	474	2,370				0				0
		TOTAL	0	0	0	0	1,863	0	466	2,329	1,895	0	474	2,370	0	0	0	0	0	0	0	0
			STBG-Requested not Approved				STBG-Requested not Approved				STBG-Requested not Approved				STBG-Requested not Approved				STBG-Requested not Approved			
Green Bay Metro	CAD/AVL Computer Aided Dispatch/ Automatic Vehicle Locator FFY 2022 funds delivered in 2023 WisDOT ID not assigned as of 10/5/22	EQUIP	520	0	130	650				0				0				0				0
						0				0								0				0
		TOTAL	520	0	130	650	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158-22-301 (2022)			CRP - Approved																			
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				0				0	4,045	0	1,034	5,079				0				0
						0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	4,045	0	1,034	5,079	0	0	0	0	0	0	0	0
158-20-014 (2025)	0.91 miles P		STBG-Approved																			

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & 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	Mather Street Locust St to Gray St Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST CONST	442	0	110	552				0				0				0	2027 per SMA			
158-22-010	4987-02-79, 80					0				0				0				0	3,679	0	2,177	5,856
158-22-011	0.75 miles P		442	0	110	552	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	97
			STBG-Approved								STBG-Approved								3,679	0	2,274	5,953
City of Green Bay	Baird Street East Mason to South City Limits Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST				0				0				0				0				0
						0				0				0				0				0
						0				0	3,311	0	828	4,139				0				0
	0.72 miles P	TOTAL	0	0	0	0	0	0	0	0	3,311	0	828	4,139	0	0	0	0	0	0	0	0
			STBG-Requested not Approved								STBG-Requested not Approved											
City of Green Bay	Humboldt Road (a) University Av to I-43 Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST	676	0	169	845				0				0				0				0
						0				0				0				0				0
						0				0	4,912	0	1,228	6,140				0				0
	0.54 miles P	TOTAL	676	0	169	845	0	0	0	0	4,912	0	1,228	6,140	0	0	0	0	0	0	0	0
			STBG-Requested not Approved								STBG-Requested not Approved											
City of Green Bay	Humboldt Road (b) I-43 to Laverne Dr Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST				0				0				0				0				0
						0				0				0				0				0
						0				0	2,126	0	531	2,657				0				0
	0.52 miles P	TOTAL	0	0	0	0	0	0	0	0	2,126	0	531	2,657	0	0	0	0	0	0	0	0
			STBG-Requested not Approved								STBG-Requested not Approved											
City of Green Bay	Humboldt Road (c) Laverne Dr to 850' e/o Bascom Way Reconstruction of urban section with sidewalk & shared outside lane	DESIGN RE CONST	630	0	157	787				0				0				0				0
						0				0				0				0				0
						0				0	4,574	0	1,143	5,717				0				0
	0.32 miles P	TOTAL	630	0	157	787	0	0	0	0	4,574	0	1,143	5,717	0	0	0	0	0	0	0	0
			STBG-Requested not Approved								STBG-Requested not Approved											
Brown County Village of Howard	CTH C CTH FF to Greenfield Avenue Reconstruction urban section w 4' bicycle lanes & sidewalk	DESIGN RE CONST				0	411	0	103	514				0				0				0
						0				0				0				0	4,226	0	1,056	5,282
						0				0				0				0				0
	0.79 miles P	TOTAL	0	0	0	0	411	0	103	514	0	0	0	0	0	0	0	0	4,226	0	1,056	5,282
			STBG-Requested not Approved				STBG-Requested not Approved				STBG-Requested not Approved				STBG-Requested not Approved				STBG-Requested not Approved			
Brown County Town of Lawrence (50%/50%)	CTH EE (Grant St) CTH EE (Grant St) at Mid Valley Dr Construction of a Roundabout with bicycle ramps & wide sidewalk	DESIGN RE CONST	204	0	53	257				0				0				0				0
						0				0				0				0				0
158-22-012 (2023)	9277-01-00, 71					0				0	1,174	0	294	1,468				0				0
158-22-013 (2026)	0.02 miles P	TOTAL	204	0	53	257	0	0	0	0	1,174	0	294	1,468	0	0	0	0	0	0	0	0
			STBG-Approved				STBG-Approved				STBG-Approved				STBG-Approved				STBG-Approved			
Brown County Village of Ashwaubenon (50%/50%)	CTH EE (Grant St) CTH EE (Grant St) at CTH EB (Packerland) Construction of a Roundabout with bicycle ramps & wide sidewalk	DESIGN RE CONST	186	0	46	232				0				0				0				0
						0				0				0				0				0
						0				0	1,104	0	276	1,380				0				0
158-22-031	9277-03-72, 73					0				0				0				0				0
158-22-032	0.02 miles P	TOTAL	186	0	46	232	0	0	0	0	1,104	0	276	1,380	0	0	0	0	0	0	0	0
			STBG-Approved				STBG-Approved				STBG-Approved				STBG-Approved				STBG-Approved			

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Brown County De Pere	South Bridge Connector (Section 2) Southbridge Rd/Red Maple Road Lawrence Drive to CTH D Reconstruction, New Construction, & RR Crossing HIP W1180; 4985-04-00	DESIGN RE CONST TOTAL	1,700	0	425	2,125																
158-22-802	0.80 miles E																					
Brown County De Pere	South Bridge Connector (Section 3) Fox River Bridge CTH D to STH 57 Crossing over Fox River New Construction HIP W1180; 4985-05-00	DESIGN RE CONST TOTAL	3,300	0	825	4,125																
158-22-803	0.80 miles E																					
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 9200-10-73	CONTIN. FENCE TOTAL	0 1,016	0 254	875 0	875 1,270																
158-20-028 (2023)	8.37 miles (I-41 to STH 32) E																					
WisDOT Brown County	STH 29 Shawano Co to Green Bay West County Line-CTH J Resurface (design in 2020) 9200-11-71	DESIGN RE CONST TOTAL				0 0 0				0				0 12,634 0				0 0 0				0 0 0
158-21-016 (2025)	8.053 miles P					0				0				12,634 NHPP				0 0 0				0 0 0
WisDOT	STH 29 (Shawano Av) Oakland Av to Hudson St Resurfacing 4180-06-00, 71	DESIGN RE CONST TOTAL				0 0 0				0				0 0 0				0 0 0				0 0 0
158-21-018 (2030)	0.95 miles P					0				0				0				0				0
WisDOT	STH 29 Bart Starr Bridge Rehabilitation 4180-08-00, 71	DESIGN RE CONST TOTAL				0 0 0				0				0 0 0				0 0 0				0 0 0
158-21-020 (2030)	0.19 miles P					0				0				0				0				0
WisDOT Brown County City of De Pere	STH 32 STH 32 northbound near CTH PP Bridge Replacement B-05-0052 4085-62-71	DESIGN RE CONST TOTAL				0 0 0				0				0 0 0				0 0 0				0 0 0
158-18-013 (2023)	0.08 miles P					0				0				0				0				0

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 32 - Ashland Avenue I-41 to 8th Street Resurfacing (design in 2022)	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Resurfacing scheduled 11/9/2027			
158-21-022 (2027)	4161-03-71 0.51 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,481	370	0	1,851
Brown	STH 32, Ashland Ave Bridge Study 9th St - STH 54 PE thru Environmental Doc/Study	DESIGN RE CONST	420	105	0	525 0 0				0 0 0				0 0 0				0 0 0	NHPP			
158-22-029 (2023)	4190-20-00 0.24 miles P	TOTAL	420	105	0	525	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 32 Greenleaf to De Pere STH 96 to Cook Street Resurfacing (design in 2020) 4085-65-00, 71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	4,360	1,090	0	5,450				
158-21-021 (2026)	4085-65-00, 71 9.13 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	4,360	1,090	0	5,450	0	0	0	0
WisDOT	STH 32 (Ashland Av) Mason St Interchange Pavement Replacement	DESIGN RE CONST	158	0	52	210 0 0				0 0 0				0 0 0	NHPP				Scheduled 11/12/2030			
City of Green Bay	4190-18-00, 71 0.05 miles P	TOTAL	158	0	52	210	0	0	0	0	0	0	0	0	0	0	0	0	230	58	0	288
158-22-023 (2023)																			230	58	0	288
158-22-024 (2030)																			NHPP			
WisDOT	STH 32 (Main Av & Reid St) 3rd St to 8th St Pavement Improvement	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Improvement scheduled 1/11/2028			
158-22-015 (2028)	4190-17-00, 71 & 72 0.59 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,840	0	460	2,300
WisDOT	STH 32 (Main Av) 3rd St to 8th St Railroad Crossing Surface Improvement	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Scheduled 7/25/2027			
City of De Pere	4190-17-50,51,52,53 0.0 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	460	361	44	865
158-22-025 (2027)																			460	361	44	865
WisDOT	STH 54 (West Mason Street) Bridge Rehabilitation B-05-0134 9210-22-01-71	DESIGN RE CONST	209	52	0	261 0 0				0 0 0				0 0 0	6,477	1,619	0	8,096	NHPP			
158-23-010 (2023) Design	0.15 miles P	TOTAL	209	52	0	261	0	0	0	0	0	0	0	0	6,477	1,619	0	8,096	0	0	0	0
158-22-018 (2023) Rehab.																			NHPP			
WisDOT	STH 54 (West Mason Street) Planning Study & PE Bridge Rehabilitation or Replacement	DESIGN RE CONST	1,760	440	0	2,200 0 0				0 0 0	tbd	tbd	0	0				0 0 0	Reconstruction 11/11/31			
158-23-011 (2023) Study/Design	B-05-0134	TOTAL	1,760	440	0	2,200	0	0	0	0	0	0	0	0	0	0	0	0	tbd	tbd	0	0
158-23-012 (2025) Final Design	9210-22-02, 03, & 72																		0	0	0	0
158-22-019 (2031) Const.	0.15 miles P																		NHPP			

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	STH 54 (West Mason Street) Beaver Dam Creek Bridge Replace Box Culvert (design in 2020)	DESIGN RE CONST				0 0 209				0 0 0				0 0 0				0 0 0				0 0 0
158-17-011 (2023)	9210-19-71 0.32 miles P	TOTAL	NHPP	167	42	0	209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 54 University Way to STH 57 Resurface (design completed) 1480-27-71	DESIGN RE CONST				0 0 7,186				0 0 0				0 0 0				0 0 0				0 0 0
158-19-022 (2023)	4.8 miles P	TOTAL	NHPP	5,749	1,437	0	7,186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 54 Concrete Overlay on Bridge at Duck Creek B-05-0392	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Overlay scheduled 11/9/2027			
158-21-012 (2022)	9210-20-00, 71	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	497	124	0	621
158-20-020 (2027)	0.24 miles P																		497	124	0	621
WisDOT	STH 54 STH 172-Pleasant Ln Resurfacing	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	BRBH Construction scheduled 11/13/2029			
158-22-016 (2022)	9210-21-00, 71	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,555	389	0	1,944
158-22-026 (2029)	2.61 miles P																		1,555	389	0	1,944
WisDOT	STH 57 (Monroe Av) Cass St south to City of Green Bay Limits Resurfacing	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	Resurfacing scheduled 2030			
158-21-024 (2030)	1481-08-00, 71 0.58 miles P	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	385	96	0	481
WisDOT	STH 57 (Riverside Dr) Randall Av to Grignon St Design, Real Estate, Utility, & Resurfacing	DESIGN RE UTL CONST		0	36	0	36				0			0				0	385	96	0	481
158-20-021 (2025)	4085-68-00, 21, 40, 71 2.88 miles P	TOTAL	State only	0	36	0	36	0	0	0	0	2,104	526	0	2,630	0	0	0	0	0	0	0
WisDOT	STH 172 Airport Entrance to I-41 Resurfacing	DESIGN RE CONST				0 0 5,608				0 0 0				0 0 0				0 0 0	WisDOT assigned the \$1,666,297 of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds appropriated to the Green Bay MPO to this project.			
158-20-023 (2023)	1210-11-71 2.82 miles P	TOTAL	NHPP & CRRSAA	4,811	797	0	5,608	0	0	0	0	0	0	0	0	0	0	0				
WisDOT	STH 172 I-41 to I-43 Mill & overlay Design in 2020	DESIGN RE CONST				0 0 15,388				0 0 0				0 0 0				0 0 0				0 0 0
158-18-016 (2023)	1210-09-71 6.56 miles P	TOTAL	NHPP	12,311	3,077	0	15,388	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
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	1,700 NHPP	425	0	2,125	0	0	0	0	0	0	0	0	0	0	0	0
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	644 NHPP	161	0	805	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	US 141 (Main Street) Baird Street to Fox River Reconstruction (design in 2022/23)	DESIGN RE CONST	280	70	0	350				0 0 0				0 0 0				0 0 0	Scheduled for 11/12/2030			
158-21-025 (2023)	1450-15-00, 71	TOTAL	280	70	0	350	0	0	0	0	0	0	0	0	0	0	0	0	2,755	689	0	3,444
158-21-026 (2030)	1.24 miles P		STBG - (State allocation)																STBG - (State allocation)			
WisDOT	US 141 (Main Street) Continental Dr to CTH MM n/o interchange Resurface	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	1,804	451	0	2,255				0 0 0
158-21-029 (2025)	1450-18-00, 71 2.696 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,804 NHPP	451	0	2,255	0	0	0	0
WisDOT	I-41 Expansion Brown and Outagamie Counties Expansion of I-41	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-21-015 (Design 21 & 22)	1130-63-01, 71	TOTAL	0	0	0	0	0	0	0	0	49,600	12,400	0	62,000	0	0	0	0	0	0	0	0
158-21-027 (2025)	23.6 miles E										NHPP											
WisDOT	I-41 Expansion Minders Way to CTH F Mainline 1 & 2 South Bridge Corridor	DESIGN RE CONST				0 0 0	89,936	22,484	0	112,420	32,208	8,052	0	40,260				0 0 0	Mainline 1 (71) 7/9/24 Mainline 2 (72) 7/8/25			
158-22-028 (2024/2025)	1130-68-71, 72 5.40 miles E	TOTAL	0	0	0	0	89,936 NHPP	22,484	0	112,420	32,208 NHPP	8,052	0	40,260	0	0	0	0				
WisDOT	I-41 Expansion Appleton - De Pere SBC Interchange B050696 Reconstruct	DESIGN RE CONST				0 0 0				0 0 0				0 0 0			0	0			0	0
158-23-014 (2024)	1130-68-77 0.197 miles E	TOTAL	0	0	0	0	14,861 NHPP	3,715	0	18,576	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Located in MPA tbd	I-41 Expansion CTH S Interchange B050162 Reconstruct	DESIGN RE CONST				0 0 0				0 0 0				0 0 0	14,083	3,521	0	17,604				0 0 17,604
158-23-015 (2026)	1130-68-76 0.552miles E	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	14,083 NHPP	3,521	0	17,604	14,083	3,521	0	17,604

Project Sponsor	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				For Information Only 2027 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-41 Expansion Mid Valley Rd - Southbridge Rd Reconstruct 1130-68-81	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-23-013 (2024)	0.502 miles E	TOTAL	0	0	0	0	7,862	1,966	0	9,828	0	0	0	0	0	0	0	0	0	0	0	0
							NHPP															
WisDOT	I-41 Parkview Rd to STH 29 Remove approach slabs (10) on end of structures & replace with concrete 1130-74-00, 71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0	3,851	428	0	4,278
158-22-017 (2022)	1130-74-00, 71	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,851	428	0	4,278
158-22-027 (2027)	5.35 miles P																		NHPP			
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	9,261	2,315	0	11,576
158-20-030 (2027)	0.57 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,261	2,315	0	11,576
																			NHPP			
	Beaver Dam Creek Bridge Chantel Street P050719 Construction (design in 2020) 4987-02-77, 78	RE CONST TOTAL	536	0	134	670				0 0 0				0 0 0				0 0 0				0 0 0
158-20-036 (2023)	0.00 miles P						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			BRBH/NHPP																			
WisDOT	Larsen Road Beaver Dam Creek Bridge P050731 Construction (design in 2021) 4987-12-00, 71	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-20-037 (2024)	0.00 miles P	TOTAL	0	0	0	0	792	198	0	990	0	0	0	0	0	0	0	0	0	0	0	0
							BRBH/NHPP															
Town of Scott	Wequiock Road Fischer Rd to STH 57 Pavement Replacement	DESIGN RE CONST				0 0 0				0 0 0				0 0 0				0 0 0				0 0 0
158-22-022 (2022)	4507-02-70 1.1 miles P	TOTAL	548	0	137	685	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			STBG Local <5,000 population																			

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 2023, Green Bay Metro is anticipating approximately \$2.19 million in Section 5307 & Capitalized Maintenance funds, or 35 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 three-year period of 2023-2025 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. Illustrative projects are not part of the fiscal constraint demonstration.

Fixed Route Bus and Microtransit System

Green Bay Metro currently provides fixed route bus and microtransit services in the cities of Green Bay and De Pere and the villages of Allouez, Ashwaubenon, and Bellevue. A total of 11 full service fixed routes and several designated areas served by microtransit are in operation. Metro operates Monday through Friday from 5:45 a.m. to 10:45 p.m. and on Saturday from 7:45 a.m. to 3:45 p.m. Service is not provided on Sundays or on major holidays, except for Packers game day service.

Paratransit Program

The Americans with Disabilities Act (ADA) became law on July 26, 1990. The law is intended to provide equal access rights for people with disabilities in the areas of employment, public services, public transportation, private accommodations, and telecommunications. The law requires recipients of FTA funds, such as Metro, to prepare a program for providing transportation services to people with qualifying disabilities using both lift-equipped/ramp fixed route bus service and complementary paratransit service. Metro offers both services and is in compliance with the ADA. Service provisions are as follows:

- The service is provided under contract with a single private-for-profit entity as a demand responsive system.
- The hours of operation are equivalent to those of Metro's fixed route service.
- The service area is defined by 3/4 of a mile from the fixed route service.
- The service is operating with a real time response schedule (guarantees ride within a specified time constraint).
- There are no restrictions or prioritization of trips.
- Metro may impose a maximum fare twice the current adult cash fare per trip.
- Metro may impose a higher "agency fare" as defined by the ADA as defined in 49 CFR Part 37.131 (c) (4).

In addition to providing paratransit service, Metro's full-service fixed route bus and microtransit fleet 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)**

Project Sponsor	Project Description	Type	CY 2023				CY 2024				CY 2025			
			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.	OPER SECURITY SAFETY	2,142 29 22	2,285 0 0	1,981 0 0	6,062 29 22	2,142 29 22	2,285 0 0	1,981 0 0	6,094 29 22	2,142 29 22	2,285 0 0	1,981 0 0	6,094 29 22
		TOTAL	2,193	2,285	1,981	6,113	2,193	2,285	1,981	6,145	2,193	2,285	1,981	6,145
158-23-101 (2023)	Metro must spend 1% on security projects & 0.75% on safety projects.		Section 5307				Illustrative				Illustrative			
Green Bay Metro	<u>Capitalized Maintenance</u> Metro qualifies for capitalized maintenance	CAPITAL	715	0	179	894	715	0	179	894	715	0	179	894
		TOTAL	715	0	179	894	715	0	179	894	715	0	179	894
158-23-102 (2023)			Section 5307				Illustrative				Illustrative			
Green Bay Metro	<u>Section 5339 Direct Allocation as per FTA</u> Equipment & Facility Improvements													
158-23-103 (2023)	Transit Way Pavement Repair	EQUIP	320	0	80	400								
158-23-104 (2023)	Maintenance Truck	EQUIP	58	0	15	73								
158-23-105 (2023)	Floor Scrubber	EQUIP	44	0	11	55								
158-23-106 (2023)	Walk Behind Floor Scrubber	EQUIP	16	0	4	20								
	Roof Replacement	EQUIP					400	0	100	500				
		TOTAL	320	0	80	400								
			Section 5339				Illustrative							
Green Bay Metro	<u>Replacement Vehicles</u> (2) 29-40' Bus (2) 29-40' Bus	EQUIP EQUIP					1,895	0	474	2,369				
		TOTAL	0	0	0	0	1,895	0	474	2,369	1,928	0	482	2,410
	Requesting funds under FTA and FHWA.						STBG-Requested not Approved				STBG-Requested not Approved			
Green Bay Metro	ADA Accessible Passenger Shelters & Benches	EQUIP	21	0	5	26	21	0	5	26	21	0	5	26
		TOTAL	21	0	5	26	21	0	5	26	21	0	5	26
			Illustrative				Illustrative				Illustrative			

STBG and Section 5310 funded projects appear in the appropriate table.

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 (amended in 2016). 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. The BCPC Board of Directors typically approves projects in September or October 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 amended in 2016 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 BCPC Board of Directors is scheduled to approve funds for specific projects on December 7, 2022.

The (pending) and approved Section 5310 program can be seen in Table II-3.

**Table II-3
Specialized Transportation Programs**

Project Sponsor	Project Description	Program	Jan - Dec 2023			
			Federal	State	Local	Total
Green Bay Metro	Designated Recipient (DR)/Fiscal Agent Administrative Fee of 10% State Cycle 47/Calendar Year 2023 Section 5310 allocation is \$268.817	ADMIN	26,881	0	0	26,881
158-23-501 (2023)		TOTAL	26,881	0	0	26,881
			Section 5310			
Green Bay Metro	Specialized Transportation Mobility Management Program for Brown County <u>Mobility Coordinator for Brown County (1.0 FTE)</u> Coordinate and expand transportation for seniors and individuals w disabilities throughout Brown County. Includes travel training and program administration.	CAPITAL	120,968	25,132	5,110	151,210
158-23-502 (2023)		TOTAL	120,968	25,132	5,110	151,210
			Section 5310 - Approval Pending			
Green Bay Metro	Audio module for Bus Stop sign project	OPER	12,097	0	3,025	15,122
		TOTAL	12,097	0	3,025	15,122
			Section 5310 - Approval Pending			
Curative Connections	Operating Assistance for Transportation Service for Seniors and Individuals w Disabilities	OPER	108,871	0	27,218	136,089
		TOTAL	108,871	0	27,218	136,089
			Section 5310 - Approval Pending			
Forward Service Corporation	Regional Multi-County Program including programming in the Green Bay Urbanized Area Forward Service Corporation's WETAP program provides vehicle loans and mobility management services to residents in 40 counties. The program uses 5311 funding to assist low-income workers with no-interest loans and warm referrals to local agencies/resources to meet their transportation needs.	CAPITAL	227,273	115,781	85,763	428,817
158-23-504 (2023)		OPER	6,001	6,001	12,002	24,004
		TOTAL	233,274	121,782	97,765	452,821
			Section 5311 & State WETAP			
Northeastern Wisconsin Community Action Program (NEWCAP)	Mobility Management and My Garage Program Mobility Management/loans Operating Additional MM funds via Southwestern Wisconsin Community Action Program (SWCAP) Additional operating funds via Southwestern Wisconsin Community Action Program (SWCAP)	WETAP	0	85,513	21,628	107,141
		WETAP	0	6,991	6,991	13,982
		Section 5311	85,000	0	17,000	102,000
		Section 5311	1,201	0	1,201	2,402
158-23-505 (2023)		TOTAL	86,201	92,504	46,820	225,525
			Federal & State WETAP			
Door-Tran Inc.	Mobility Manager and Transportation Program Mobility Manager Position (2.4 FTE) and Expenses Program Operations: Volunteer and Vouchers, Coordinator (.80 FTE)	CAPITAL	155,594	0	38,898	194,492
		OPER	64,457	0	64,457	128,913
		TOTAL	220,050	0	103,355	323,405

E. SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE FOR TRANSPORTATION ALTERNATIVES

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 that exceed 200,000 people. Therefore, the Brown County Planning Commission Board of Directors has approval authority for the Green Bay Urbanized Area's TAP program.

WisDOT offers the program on an every-other-year basis. WisDOT's most recent application cycle began in the fall of 2021 and concluded in early 2022 with the approval of two projects within the Green Bay Urbanized Area. See Table II-4 for the full 2023-2026 TAP program.

The next regular TAP project solicitation is scheduled for the fall of 2023 with the BCPC Board of Directors scheduled to take action on specific projects in early 2024.

Impact of BIL

The BIL increased the Green Bay Urbanized Area's annual capacity from \$317,450 to \$638,874, an increase of 113%. In August, the BCPC approved one 2022 TAP project submitted by the Center for Childhood Safety (also found on Table II-4). In late 2022 or early 2023, the BCPC will take action on the balance of the Green Bay Urbanized Area's 2023-2026 program.

Table II-4 TAP

Primary Jurisdiction	Project Description	Type	Jan - Dec 2023				Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2025			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Project Sponsor																		
Brown County	Fox River State Trail	DESIGN				0				0				0				0
	Mill & repave 6 miles of the trail between Porlier St (Green Bay) & CTH X (De Pere)	RE				0				0				0				0
		CONST				0	841	0	210	1,051				0				0
		TOTAL		0	0	0	0	841	0	210	1,051	0	0	0	0	0	0	0
158-22-201 (2024)			TAP - Approved															
City of Green Bay	New Sidewalks	DESIGN	0	0	114	114				0				0				0
	Manitowoc Rd (Main to Hemlock) both sides, Pecan St (Main to Manitowoc) north side, & Hemlock Dr (Manitowoc to Edgewood) both sides	RE				0				0				0				0
		CONST				0				0	429	0	420	849				0
	Note: The city will be requesting an additional \$91,333 (design) and \$250,506 (construction) from the BIL allocation. The approval of the additional funds will be considered by the BCPC in late 2022.	TOTAL		0	0	114	114	0	0	0	0	429	0	420	849	0	0	0
158-22-202 (2025)			TAP - Not approved								TAP - Approved							
158-22-203 (2023)	Center for Childhood Safety Bike & Pedestrian Safety Program	PROGRAM	71	0	18	0	This project will be carried out during the 2022/2023 school year. Funding from FFY 2022.											
	Program targets youth w/I GB Urbanized Area. Bike & ped safety program; walk to school event, & bike helmet program.					0												
	4998-28-00	TOTAL	71	0	18	0												
158-22-203 (2023)			TAP - Approved (2022/23)															
Bay-Lake Regional Planning Commission	Transportation Access to Public Health Options: A Study for the Bay-Lake Region	STUDY	86	0	22	108	This project was approved with use of statewide 2022 TAP funds but the project will continue into CY 2023.											
		TOTAL	86	0	22	108												
158-22-204 (2023)			TAP - Approved															

F. WISCONSIN STATE FREIGHT PLAN

The Wisconsin Department of Transportation (WisDOT) is in the process of developing the Wisconsin Rail Plan 2050, which will replace the Wisconsin Rail Plan 2030 as the statewide long-range rail transportation plan.

The entire planning process is scheduled to be completed in 2022. For plan details, visit:

<https://wisconsindot.gov/Pages/projects/multimodal/railplan/2030.aspx#:~:text=Wisconsin%20Rail%20Plan%202030%20is,basis%20for%20Wisconsin%20rail%20investments>.

G. INTERCITY BUS SERVICE – 2022

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

Coach USA/Megabus 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.

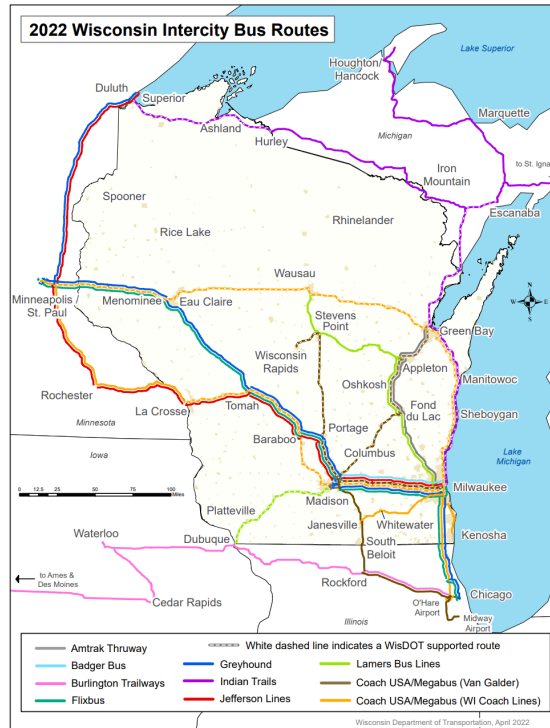
Green Bay to Milwaukee Service

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.

2022 Wisconsin Intercity Bus Routes



2022 Local Intercity Bus Service Frequency

Service	Provider	Trips per Sunday	Trips per Monday	Trips per Tuesday	Trips per Wednesday	Trips per Thursday	Trips per Friday	Trips per Saturday
Green Bay - Madison	Lamers	1	1	1	1	1	1	1
Green Bay - Minneapolis	Coach USA/Megabus	1	1	1	1	1	1	1
Green Bay - Milwaukee	Amtrak, Indian Trails, Coach USA/Megabus	4	4	4	4	4	4	4
Green Bay - Chicago	must transfer in Milwaukee	0	0	0	0	0	0	0

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.

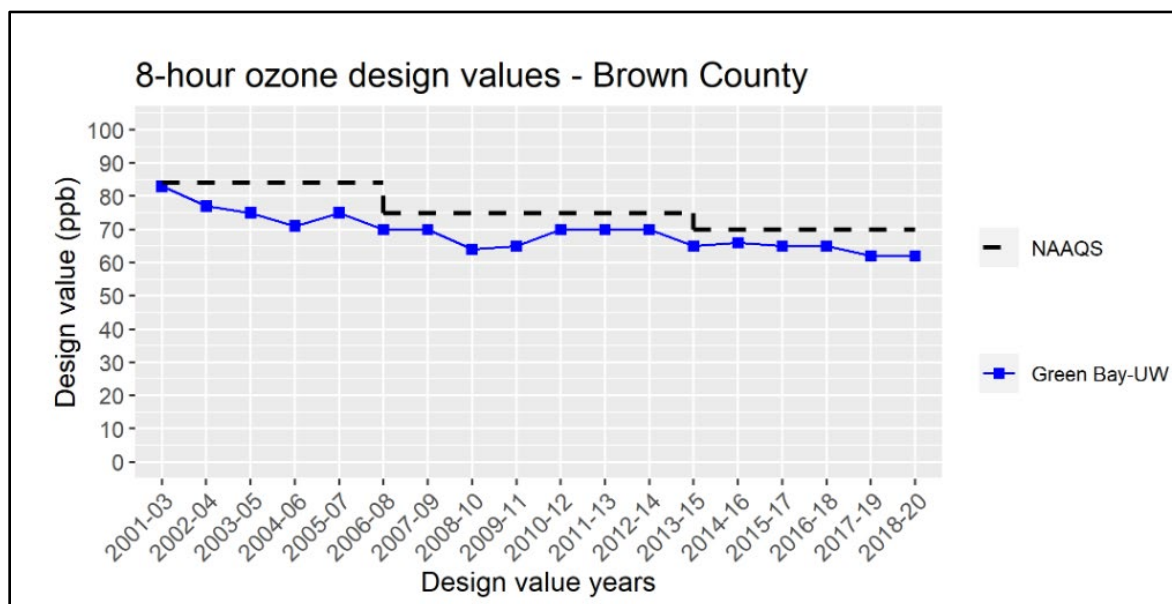
The DNR monitors ozone and PM_{2.5} in Brown County. The DNR monitors ozone at the UW-Green Bay site north of STH 54 and 57. The DNR monitors PM_{2.5} and sulfur dioxide (SO₂) at near East High School.

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 2021
8-Hour Ozone Design Values**



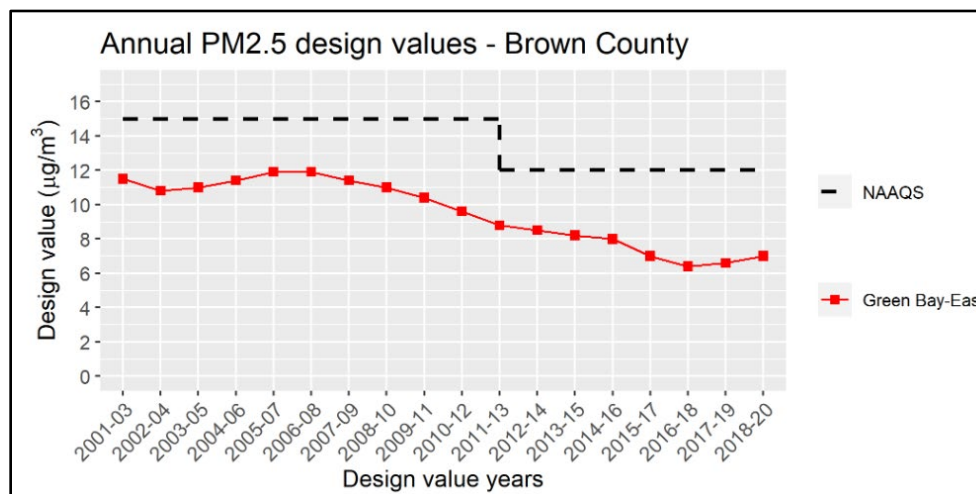
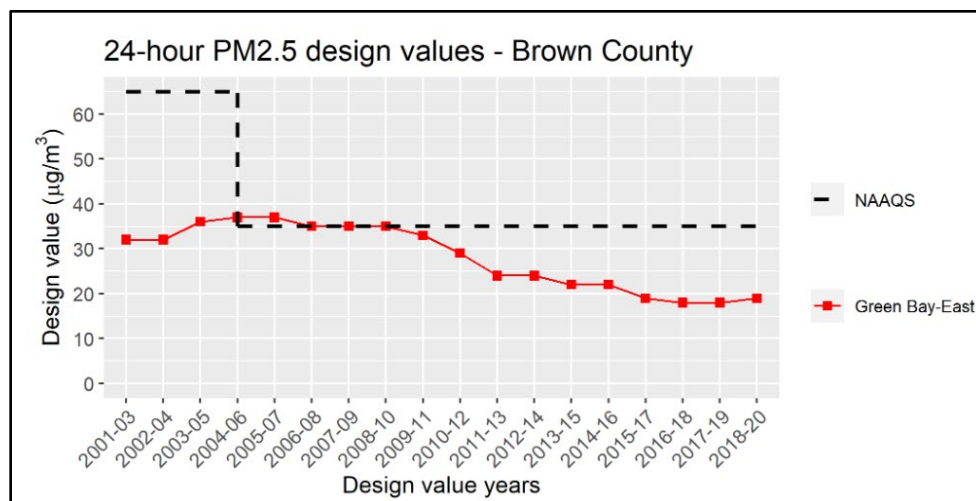
Particulate Matter (PM). PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of several components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles. Particles can be suspended in the air for long periods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

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

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

**Wisconsin Department of Natural Resources Report Year 2021
24 Hour and Annual PM_{2.5} Values**



**Brown County PM_{2.5} 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.

PM_{2.5} Emissions by Sector by Short Ton for 2017	
Source	Emissions
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

IIJA 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 2023–2026 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 2027+ 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: [Brown County » Departments » Planning and Land Services » Planning » Obligated Transportation Projects \(browncountywi.gov\)](https://www.browncountywi.gov/Departments-Planning-and-Land-Services-Planning-Obligated-Transportation-Projects)

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

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2023	2024	2025	2026	Total	2023	2024	2025	2026	Total
FHWA	STBG (MPO Allocation)	\$4,631,715	\$8,578,800	\$9,624,335	\$0	\$22,834,850	\$4,631,715	\$8,578,800	\$9,624,335	\$0	\$22,834,850
	STBG (WisDOT)	\$1,700,000	\$854,000	\$2,958,000	\$854,000	\$6,366,000	\$1,700,000	\$854,000	\$2,958,000	\$854,000	\$6,366,000
	STBG (HIP)	\$5,000,000	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$5,000,000
	STBG (Local)	\$548,000	\$0	\$0	\$0	\$548,000	\$548,000	\$0	\$0	\$0	\$548,000
	TAP	\$157,665	\$840,741	\$429,079	\$0	\$1,427,485	\$157,665	\$840,741	\$429,079	\$0	\$1,427,485
	CRP	\$520,000	\$0	\$0	\$0	\$520,000	\$520,000	\$0	\$0	\$0	\$520,000
	NHPP	\$26,479,000	\$116,355,000	\$97,106,000	\$27,284,000	\$267,224,000	\$26,479,000	\$116,355,000	\$97,106,000	\$27,284,000	\$267,224,000
	HSIP	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
	BUILD	\$1,016,000	\$0	\$0	\$0	\$1,016,000	\$1,016,000	\$0	\$0	\$0	\$1,016,000
	CRRSAA	\$1,666,297	\$0	\$0	\$0	\$1,666,297	\$1,666,297	\$0	\$0	\$0	\$1,666,297
	Total	\$41,958,677	\$126,868,541	\$110,357,414	\$28,378,000	\$307,562,632	\$41,958,677	\$126,868,541	\$110,357,414	\$28,378,000	\$307,562,632
FTA	Section 5307	\$2,908,000	\$0	\$0	\$0	\$2,908,000	\$2,908,000	\$0	\$0	\$0	\$2,908,000
	Section 5309/5339	\$423,600	\$0	\$0	\$0	\$423,600	\$423,600	\$0	\$0	\$0	\$423,600
	Section 5310	\$808,342	\$0	\$0	\$0	\$808,342	\$808,342	\$0	\$0	\$0	\$808,342
	Total	\$3,331,600	\$0	\$0	\$0	\$3,331,600	\$3,331,600	\$0	\$0	\$0	\$3,331,600

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			
	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expense:	\$7,735,054	\$7,663,156	\$6,563,412	\$6,518,076	\$8,117,592	\$8,395,900	\$8,406,341	\$8,416,886
	5.83%	-0.93%	-14.35%	-0.69%	24.54%	3.43%	3.56%	0.25%
Funding Sources:								
<u>Public Operating Assistance:</u>								
Federal Section 5307/Capitalized Maintenance/CARES	\$2,191,933	\$2,194,434	\$3,044,158	\$2,429,953	\$2,906,720	\$2,906,720	\$2,906,720	\$2,906,720
State of Wisconsin Section 85.20	2,425,070	2,436,138	2,399,494	2,431,972	2,284,885	2,284,885	2,284,885	2,284,885
Village of Allouez	54,954	53,931	6,035	24,909	74,556	135,404	135,404	135,404
Village of Ashwaubenon	178,638	168,461	3,586	71,650	267,727	128,668	128,668	128,668
Village of Bellevue	66,690	86,224	2,573	40,631	149,750	128,207	128,207	128,207
City of De Pere	105,912	104,603	8,404	47,011	152,233	142,156	142,156	142,156
City of Green Bay	1,091,611	1,142,451	22,184	448,463	1,248,000	1,625,801	1,625,801	1,625,801
<u>Public Operating Assistance Subtotal:</u>	<u>\$6,114,807</u>	<u>\$6,186,242</u>	<u>\$5,486,434</u>	<u>\$5,494,589</u>	<u>\$7,083,870</u>	<u>\$7,351,841</u>	<u>\$7,351,841</u>	<u>\$7,351,841</u>
<u>Revenue:</u>								
Farebox Revenue - Fixed Route Bus	\$710,404	\$667,692	\$373,147	\$408,665	\$412,752	\$416,879	\$421,048	\$425,258
Farebox Revenue - Paratransit Program	462,561	401,834	361,926	273,901	276,640	279,406	282,200	285,022
Advertising (sale of ads on buses)	155,095	150,840	119,366	96,134	97,095	98,066	99,047	100,037
Investment Income	12,587	31,510	10,447	2,139	2,160	2,182	2,204	2,226
Other (partnership income, sale of used oil & parts, etc.)	279,600	225,039	212,092	242,648	245,074	247,525	250,000	252,500
<u>Revenue Subtotal:</u>	<u>\$1,620,247</u>	<u>\$1,476,915</u>	<u>\$1,076,978</u>	<u>\$1,023,487</u>	<u>\$1,033,722</u>	<u>\$1,044,059</u>	<u>\$1,054,500</u>	<u>\$1,065,045</u>
Funding Sources Total:	\$7,735,054	\$7,663,156	\$6,563,412	\$6,518,076	\$8,117,592	\$8,395,900	\$8,406,341	\$8,416,886

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

Fare Category	1998	2003	2005	2009	2019	2020	2022
Adult							
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50	\$2.00	\$2.00
Day Pass - Introduced in 2012					\$3.00	\$4.00	\$4.00
Week Pass - Introduced in 2012					\$12.00	\$15.00	\$15.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$35.00	\$39.00	\$39.00
Student (K-12)*							
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00	\$1.50	\$1.50
Day Pass - Introduced in 2012					\$2.00	\$3.00	\$3.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	\$22.00	\$26.00	\$26.00
Reduced (Age 65+ or qualifying Disability w/ ID Card)							
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75	\$1.00	\$1.00
Day Pass					\$1.50	\$2.00	\$2.00
30-Day Pass	\$10.75	\$12.25	\$15.25	\$25.00	\$25.00	\$29.00	\$29.00
Routes #8 Green & #9 Gold					Free	Free	Free
Disabled Veterans w/ Service-Connected ID					Free	Free	Free
LIFT (low income pass program)							Free
Paratransit							
Origin to Destination	\$2.00	\$2.50	\$3.00	\$3.00	\$3.00	\$4.00	\$4.00
Agency Fare-Origin to Destination -as of 7/1/15					\$15.00	\$19.00	\$19.00

* Green Bay & Ashwaubenon Public School students board for free. The school districts pay an annual fee direct to Green Bay Metro.

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

#	Date in Service	Actual Service in Years
1	7/24/2009	12.4
2	7/24/2009	12.4
3	7/24/2009	12.4
4	7/24/2009	12.4
5	11/18/2009	12.1
6	1/27/2010	11.9
7	7/14/2011	10.5
8	7/14/2011	10.5
9	7/14/2011	10.5
10	7/14/2011	10.5
11	7/14/2011	10.5
12	7/20/2011	10.4
13	7/20/2011	10.4
14	7/20/2011	10.4
15	7/20/2011	10.4
16	7/20/2011	10.4
17	10/15/2015	6.2
18	10/15/2015	6.2
19	10/15/2015	6.2
20	10/15/2015	6.2
21	12/31/2018	3.0
22	12/31/2018	3.0
23	12/31/2018	3.0
24	12/31/2018	3.0
25	12/31/2018	3.0
26	2/20/2020	1.9
27	2/20/2020	1.9
28	2/20/2020	1.9
29	4/3/2020	1.7
30	4/3/2020	1.7
31	4/3/2020	1.7
32	4/3/2020	1.7
33	Four buses just delivered. Not in service as of 9/7/2022	
34		
35		
36		
Average Age as of 9/7/2022		6.4

The 2023-2026 capital improvement program developed by Green Bay Metro staff includes the following:

In 2023 through 2026, Metro will request funds to purchase new buses to replace existing buses, which have exceeded their useful lives.

Also, in the years 2023 through 2026, Metro will request funding to purchase and/or replace the following items:

- Security & safety upgrades
- Transitway pavement repairs
- Maintenance truck
- Floor scrubber
- Walk behind floor scrubber
- Roof replacement

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. 2018-2020 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 2018-2020. 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. 2023-2026 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 2023-2026. Projections are based on the 2018-2020 three-year average plus 1.89%, the current expenditure inflation rate.

c. 2018-2020 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 2018-2020. The Road-Related Facilities designation includes operating revenues and expenditures for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities. Other Transportation designation includes operating revenues and expenditures for airports, mass transit, docks and harbors, and other transportation facilities.

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

d. Additional Funding Mechanisms

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

Table III-5
2018-2020 Highway Construction and Highway Maintenance and Administration Revenues and Expenditures

Jurisdiction	2018		2019		2020		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	\$9,949,984	\$5,009,166	\$12,053,289	\$5,925,001	\$14,301,181	\$4,934,204	\$36,304,454	\$15,868,371	\$12,101,485	\$5,289,457
C. De Pere	\$5,676,413	\$1,518,170	\$6,222,404	\$1,322,410	\$7,749,513	\$1,110,671	\$19,648,330	\$3,951,251	\$6,549,443	\$1,317,084
C. Green Bay	\$8,081,986	\$8,935,084	\$8,275,945	\$12,411,891	\$9,723,098	\$10,569,720	\$26,081,029	\$31,916,695	\$8,693,676	\$10,638,898
T. Lawrence	\$357,900	\$159,454	\$3,768,916	\$272,971	\$1,217,381	\$291,041	\$5,344,197	\$723,466	\$1,781,399	\$241,155
T. Ledgeview	\$1,818,469	\$1,520,649	\$2,676,468	\$647,907	\$5,584,924	\$556,178	\$10,079,861	\$2,724,734	\$3,359,954	\$908,245
T. Rockland	\$39,243	\$348,079	\$25,139	\$235,693	\$19,113	\$388,639	\$83,495	\$972,411	\$27,832	\$324,137
T. Scott	\$70,285	\$157,861	\$64,180	\$255,603	\$179,219	\$154,415	\$313,684	\$567,879	\$104,561	\$189,293
V. Allouez	\$811,555	\$597,216	\$1,893,663	\$644,479	\$767,283	\$598,949	\$3,472,501	\$1,840,644	\$1,157,500	\$613,548
V. Ashwaubenon	\$4,278,696	\$1,759,174	\$3,734,153	\$1,991,667	\$6,839,423	\$1,703,714	\$14,852,272	\$5,454,555	\$4,950,757	\$1,818,185
V. Bellevue	\$827,778	\$475,949	\$2,505,838	\$625,607	\$260,956	\$512,251	\$3,594,572	\$1,613,807	\$1,198,191	\$537,936
V. Hobart	\$1,854,381	\$337,809	\$576,349	\$583,994	\$1,634,680	\$536,726	\$4,065,410	\$1,458,529	\$1,355,137	\$486,176
V. Howard	\$3,935,622	\$1,784,169	\$2,267,541	\$2,255,586	\$1,412,101	\$2,430,147	\$7,615,264	\$6,469,902	\$2,538,421	\$2,156,634
V. Suamico	\$606,504	\$987,434	\$780,548	\$1,056,026	\$1,250,400	\$1,051,231	\$2,637,452	\$3,094,691	\$879,151	\$1,031,564

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
2023-2026 Highway Construction and Highway Maintenance and Administration Revenue and Expenditure Projections

Jurisdiction	2023 Projections		2024 Projections		2025 Projections		2026 Projections	
	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration	Highway Construction (Operations) "O"	Highway Maintenance "M" & Administration
Brown Co.	\$13,042,622	\$5,700,820	\$13,289,127	\$5,808,566	\$13,540,292	\$5,918,348	\$13,796,203	\$6,030,204
C. Green Bay	\$7,058,796	\$1,419,514	\$7,192,207	\$1,446,343	\$7,328,140	\$1,473,678	\$7,466,642	\$1,501,531
De Pere	\$9,369,787	\$11,466,290	\$9,546,876	\$11,683,003	\$9,727,312	\$11,903,811	\$9,911,158	\$12,128,793
Suamico	\$1,919,939	\$259,910	\$1,956,226	\$264,822	\$1,993,199	\$269,828	\$2,030,870	\$274,927
Howard	\$3,621,259	\$978,879	\$3,689,700	\$997,380	\$3,759,436	\$1,016,231	\$3,830,489	\$1,035,437
Hobart	\$29,996	\$349,345	\$30,563	\$355,948	\$31,141	\$362,675	\$31,729	\$369,530
Bellevue	\$112,693	\$204,014	\$114,823	\$207,870	\$116,993	\$211,799	\$119,204	\$215,802
Ashwaubenon	\$1,247,520	\$661,264	\$1,271,098	\$673,762	\$1,295,121	\$686,496	\$1,319,599	\$699,471
Allouez	\$5,335,780	\$1,959,586	\$5,436,626	\$1,996,622	\$5,539,378	\$2,034,358	\$5,644,072	\$2,072,808
Scott	\$1,291,374	\$579,771	\$1,315,781	\$590,729	\$1,340,650	\$601,894	\$1,365,988	\$613,269
Rockland	\$1,460,526	\$523,986	\$1,488,130	\$533,890	\$1,516,256	\$543,980	\$1,544,913	\$554,262
Ledgeview	\$2,735,835	\$2,324,356	\$2,787,543	\$2,368,287	\$2,840,227	\$2,413,047	\$2,893,907	\$2,458,654
Lawrence	\$947,523	\$1,111,789	\$965,431	\$1,132,802	\$983,677	\$1,154,212	\$1,002,269	\$1,176,026
Total:	\$48,173,650	\$27,539,525	\$49,084,132	\$28,060,022	\$50,011,822	\$28,590,356	\$50,957,045	\$29,130,714

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

Source: Revenues and Expenditures Projections based on 2018-2020 three-year average plus 1.89% per year, which is the current Federal Expenditure 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
2018-2020 Road-Related Facilities and Other Transportation Revenues and Expenditures**

	2018		2019		2020		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
Jurisdiction										
Brown	\$174,525	\$909,551	\$297,833	\$24,083	\$660,866	\$0	\$1,133,224	\$933,634	\$377,741	\$311,211
C. De Pere	\$1,234,885	\$399,113	\$1,551,884	\$420,367	\$804,018	\$434,091	\$3,590,787	\$1,253,571	\$1,196,929	\$417,857
C. Green Bay	\$14,263,040	\$1,870,335	\$16,453,278	\$1,414,308	\$21,964,386	\$217,061	\$52,680,704	\$3,501,704	\$17,560,235	\$1,167,235
T. Lawrence	\$479,027	\$0	\$36,083	\$0	\$30,931	\$0	\$546,041	\$0	\$182,014	\$0
T. Ledgeview	\$628,756	\$0	\$1,106,634	\$0	\$1,853,569	\$0	\$3,588,959	\$0	\$1,196,320	\$0
T. Rockland	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
T. Scott	\$19,619	\$0	\$18,350	\$0	\$17,234	\$0	\$55,203	\$0	\$18,401	\$0
V. Allouez	\$727,344	\$51,059	\$375,879	\$63,722	\$227,173	\$72,875	\$1,330,396	\$187,656	\$443,465	\$62,552
V. Ashwaubenon	\$464,567	\$279,311	\$418,973	\$270,334	\$437,752	\$219,869	\$1,321,292	\$769,514	\$440,431	\$256,505
V. Bellevue	\$356,313	\$296,840	\$400,682	\$433,882	\$124,177	\$447,396	\$881,172	\$1,178,118	\$293,724	\$392,706
V. Hobart	\$819,423	\$0	\$216,872	\$0	\$833,076	\$0	\$1,869,371	\$0	\$623,124	\$0
V. Howard	\$316,834	\$0	\$275,329	\$0	\$320,494	\$0	\$912,657	\$0	\$304,219	\$0
V. Suamico	\$39,741	\$1,995	\$39,715	\$3,025	\$38,489	\$3,816	\$117,945	\$8,836	\$39,315	\$2,945
Total:	\$19,524,074	\$3,808,204	\$21,191,512	\$2,629,721	\$27,312,165	\$1,395,108	\$68,027,751	\$7,833,033	\$22,675,917	\$2,611,011

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 2022-2027 Highway Capital Improvement Plan, May 25, 2021*.

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 county sales tax is currently scheduled to end in 2037. Projects to be funded from sales tax revenue for the years 2024-2026 have not been identified (as of 8/18/2022).

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, 2023.

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

Mechanism	2023	2024	2025	2026
Brown County Sales Tax*	\$8,135,000	\$0	\$0	\$0
Green Bay Municipal Vehicle Registration Fee**	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Bellevue Municipal Vehicle Registration Fee***	\$240,000	\$0	\$0	\$0
Total:	\$9,875,000	\$1,500,000	\$1,500,000	\$1,500,000

* Brown County Highway Department 6-Year CIP. County sales tax expires 12-31-2037.

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

*** Bellevue Municipal Vehicle Registration Fee has a sunset date of December 31, 2023.

Financial Estimates with Inflation Factors

The IIJA requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. The WisDOT Bureau of Planning and Economic Development annually issues the following rates:

Expenditure Inflation Rate (currently set at 1.89%). This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.

Revenue Inflation Rate (currently set at 2.00%). A yearly 2.00% increase in federal apportionments is considered appropriate.

A summary of TIP projects with the inflation factor used by the project applicant and their justification for the factor is below.

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

Jurisdiction	Funding Source	Project	Program Year	Annual Expenditure Inflation Factor	Justification
Federal/State	Various	various	2023+	1.89%	WisDOT Bureau of Planning & Economic Development*
Brown County	STBG Program	various	2023+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Green Bay	STBG Program	various	2023+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Ashwaubenon		none			
Allouez	STBG Program	Libal St	2024	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Howard	STBG Program	Cardinal Lane	2022/23	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
De Pere	STBG Program	Lawrence Dr	2025	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Bellevue	STBG Program	various	2023+	per WisDOT	WisDOT Cost Estimate Table/STBG Application Instructions
Green Bay Metro	Section 5307	operating	2023+	2% or less	Projected service levels and experience
	Various	capital items	2023+	2% or less	Expected cost with little or no inflation
Recipients	Section 5310	vehicles	2023+	0%	WisDOT contract rate used; actual cost

*Source: WisDOT Bureau of Planning and Economic Development. Expenditure Inflation Rate 1.89%. Revenue Inflation Rate 2.00%.

CHAPTER IV
TRANSPORTATION PLANNING PROCESS

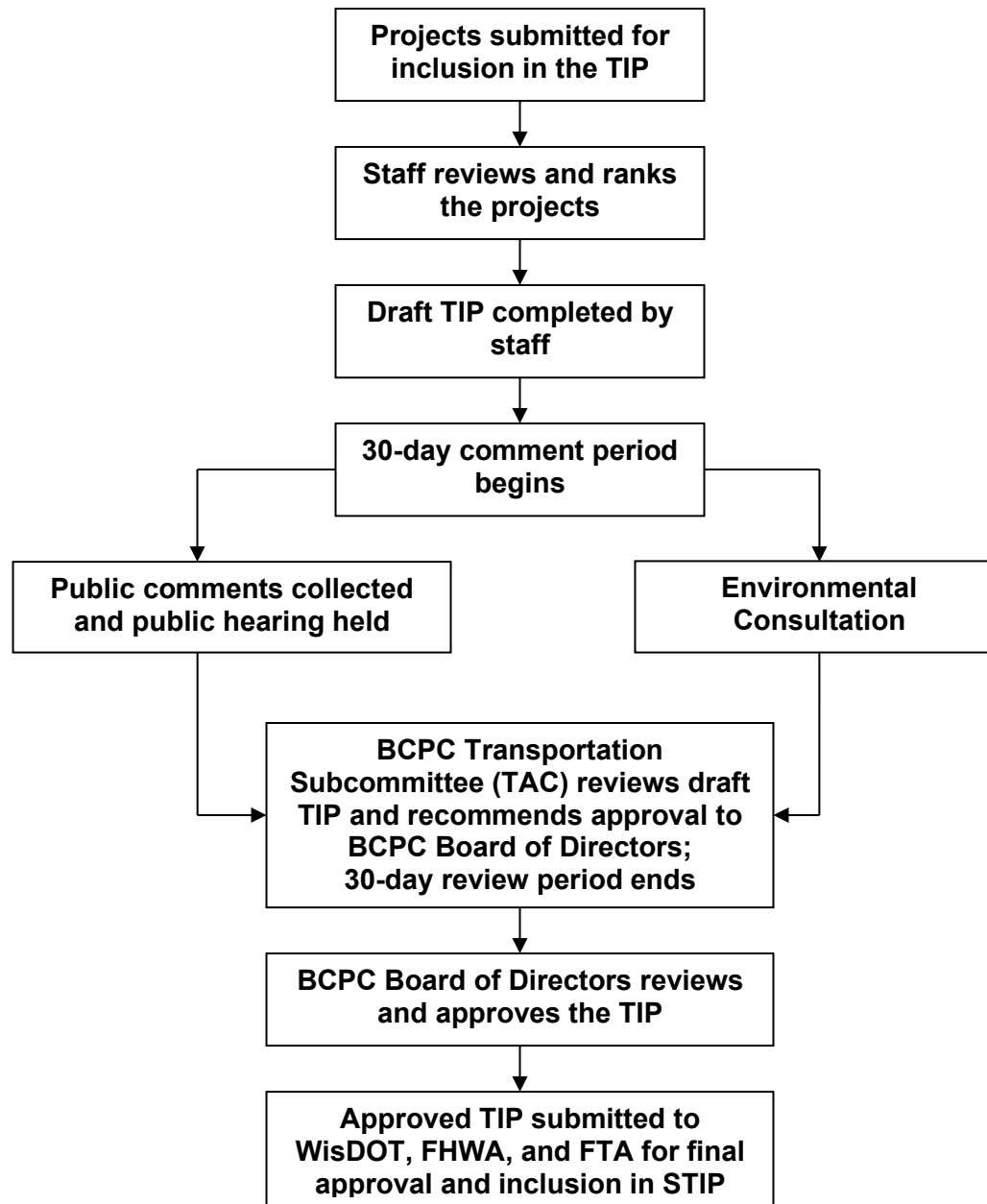
A. OVERALL TRANSPORTATION PLANNING PROCESS

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 *2023-2026 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 2023-2026 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 240 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 upon the onset of the 30-day public review period.

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 2022:

August 24	30-day public review and comment period begins (August 24-September 23).
August 24	1 st Notice of 30-day Review Period, Request for Comments, and Public Hearing on Draft TIP published.
August 31	2 nd Notice published.
September 7	Public Hearing
September 13	Environmental Consultation meeting with Resource Agencies.
September 13	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
September 23	30-day public review and comment period ends
October 5	Brown County Planning Commission Board of Directors meeting – consideration of comments from the public review and hearing, environmental consultation, and Transportation Subcommittee recommendation.
October 24	TIP document and fiscal constraint demonstration submitted to FHWA, FTA, and WisDOT.

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 – August 2022
 (Transportation Network Companies such as Uber and Lyft are not included.)

1 Awesome Cab	It's Your Taxi and Shuttle
1ST Choice Shuttle	Howard Shuttle
Able Taxi and Tours	Icat Taxi
American Renegade Taxi & Shuttle	Kewaunee Taxi
Anytime Taxi	Lamers Bus Lines, Inc.
Arms of Angels Inc.	MV Transportation Inc.
Around Town Senior Services	Mercury Transport
Astro LLC	Native Cab
Atlas Taxi	North Central Caravans
Black Cab	Out and About Senior Services
Cindy's Transportation LLC	Packerland Shuttle
Dairyland Taxi LLC	RGM Enterprises LLC: Ace Yellow
Elite Shuttle	Tidewater Transit LLC
Green Bay Taxi LLC	Tundra Valley Taxi

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 consideration. 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 80% of the median household income for the area.

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 group that was greater than or equal to the average for Brown County in 2020. The 2020 US Census shows that minority representation for Brown County is 20.8 percent.

2. Target Population #2: Low-Income Households.

Threshold: A low-income individual is one whose household income is 80% of the median household income for the area.

For this exercise, persons living in poverty are also identified. A person is considered living in poverty when they live in a household that has an income at or below guidelines set by the Department of Health and Human Services. The guidelines suggest that a person living in a three-person household with an annual income at or below \$23,030 is considered living in poverty.

Persons in Household	2022 Poverty Guidelines
1	\$13,590
2	\$18,310
3	\$23,030
4	\$27,750
5	\$32,470
6	\$37,190
7	\$41,910
8	\$46,630
Each Additional Person add \$4,720	

Source: US Department of Health and Human Services

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

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

Figure C

Project Locations and Minority Population

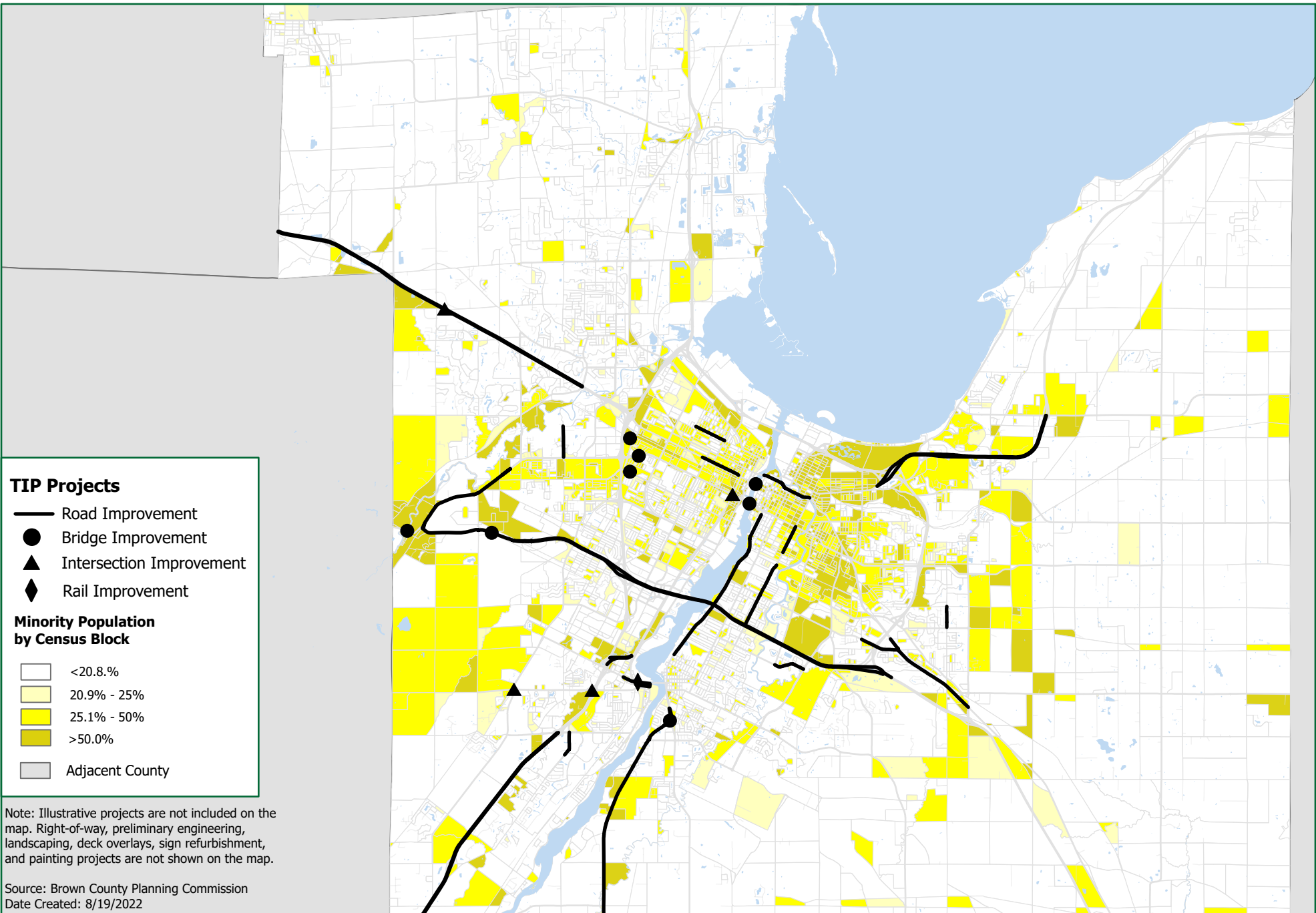


Figure D

Project Locations and Income

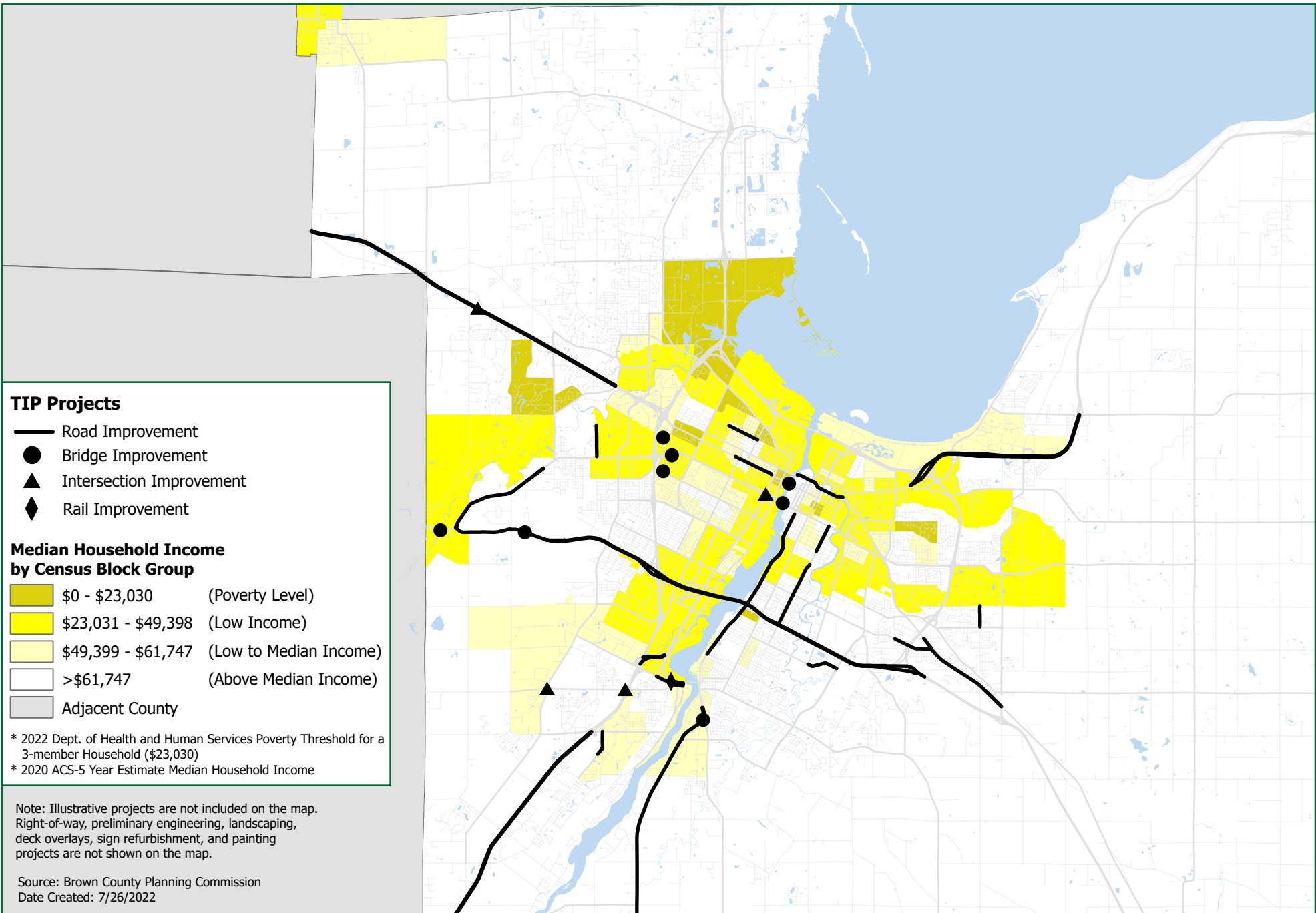


Figure E

Green Bay Metro System and Minority Population

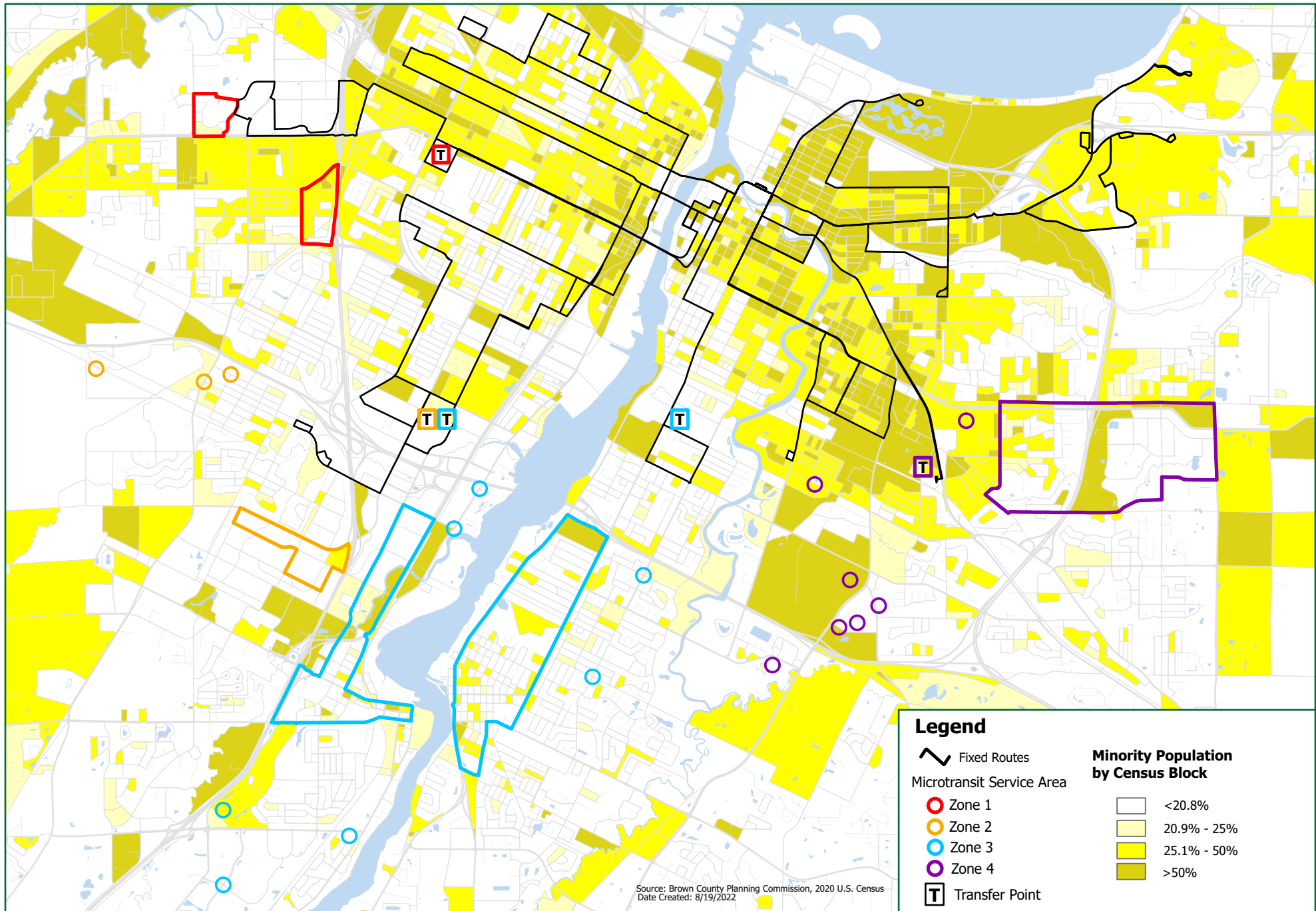
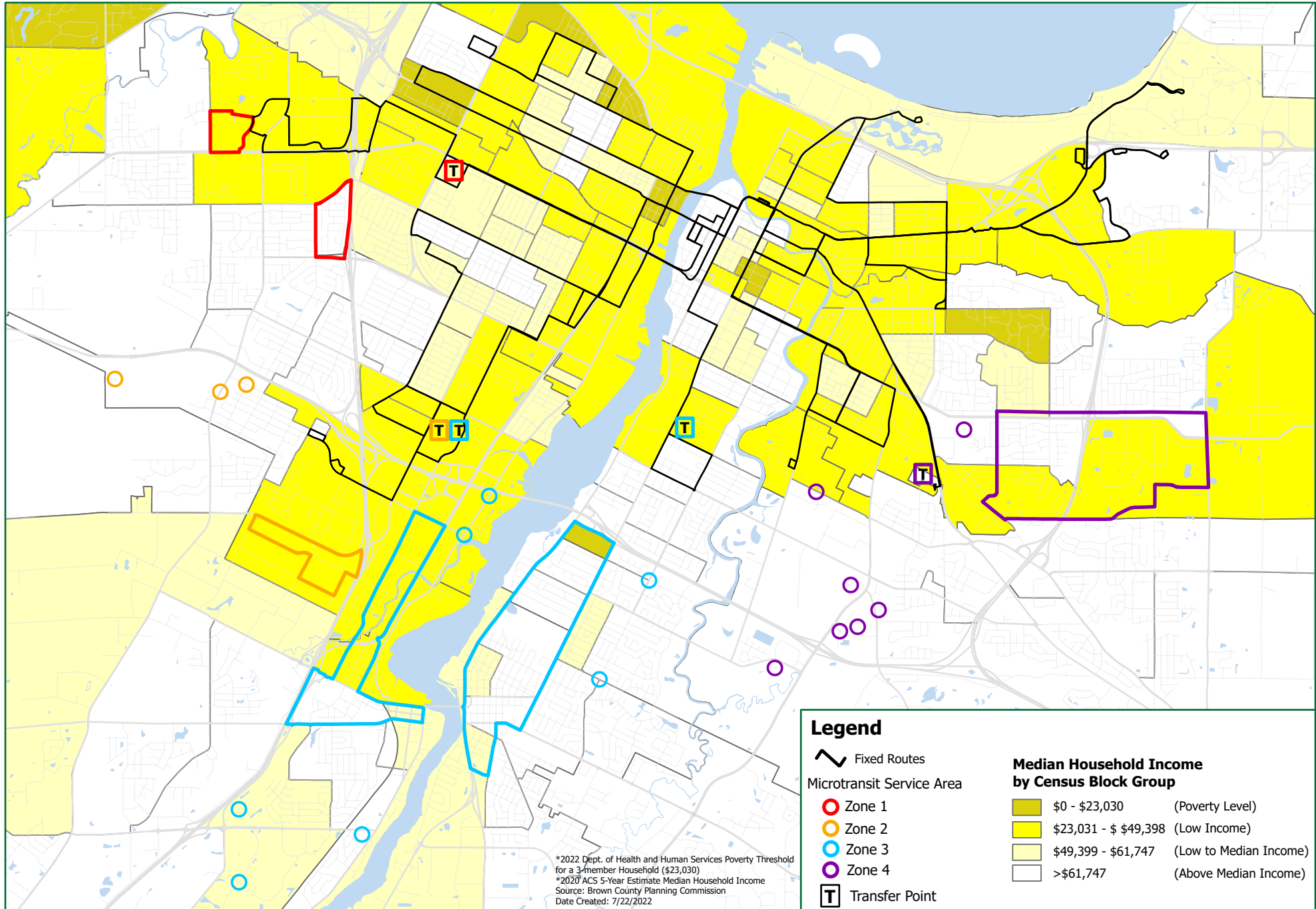


Figure F

Green Bay Metro System and Income

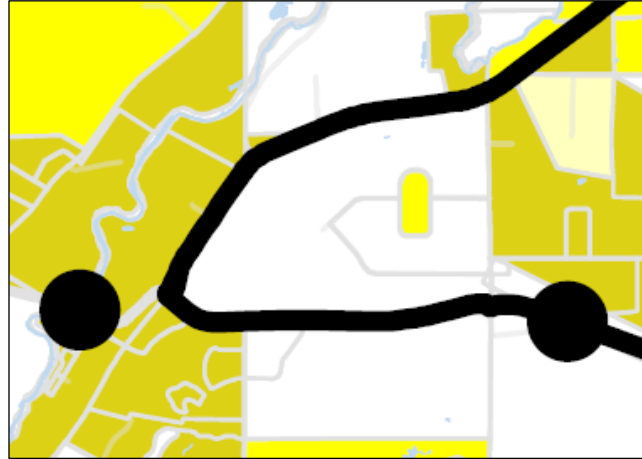
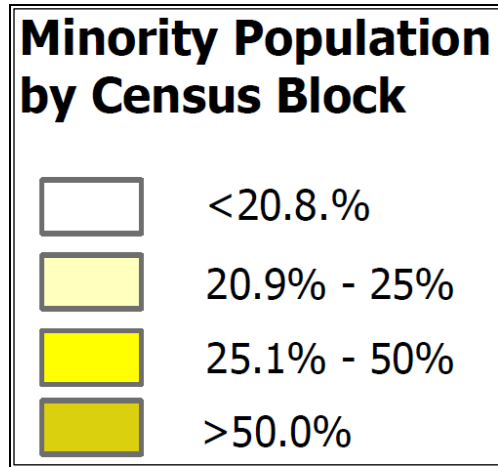


Equity Analysis

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

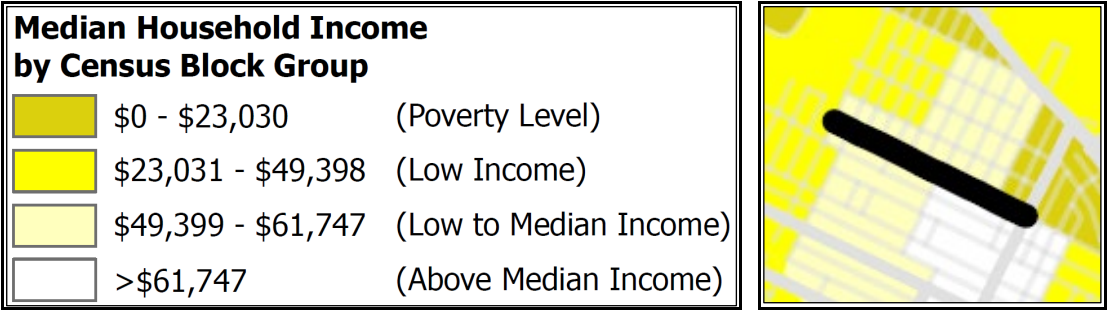
Projects: STH 172 - Multiple projects in the western portion of the urbanized area including resurfacing and bridge work.

Minority Population



Project: Mather Street – The project includes reconstruction with sidewalks from Gray Street to Locust 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 115 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, microtransit, 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.
- Expand demand-response microtransit services to accommodate early start/late start shift schedules. (Note: Green Bay Metro added one extra hour of service each weeknight to help with late start 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, nutrition, social services, and recreation for concentrations of disadvantaged populations: A Ladders of Opportunity Approach.

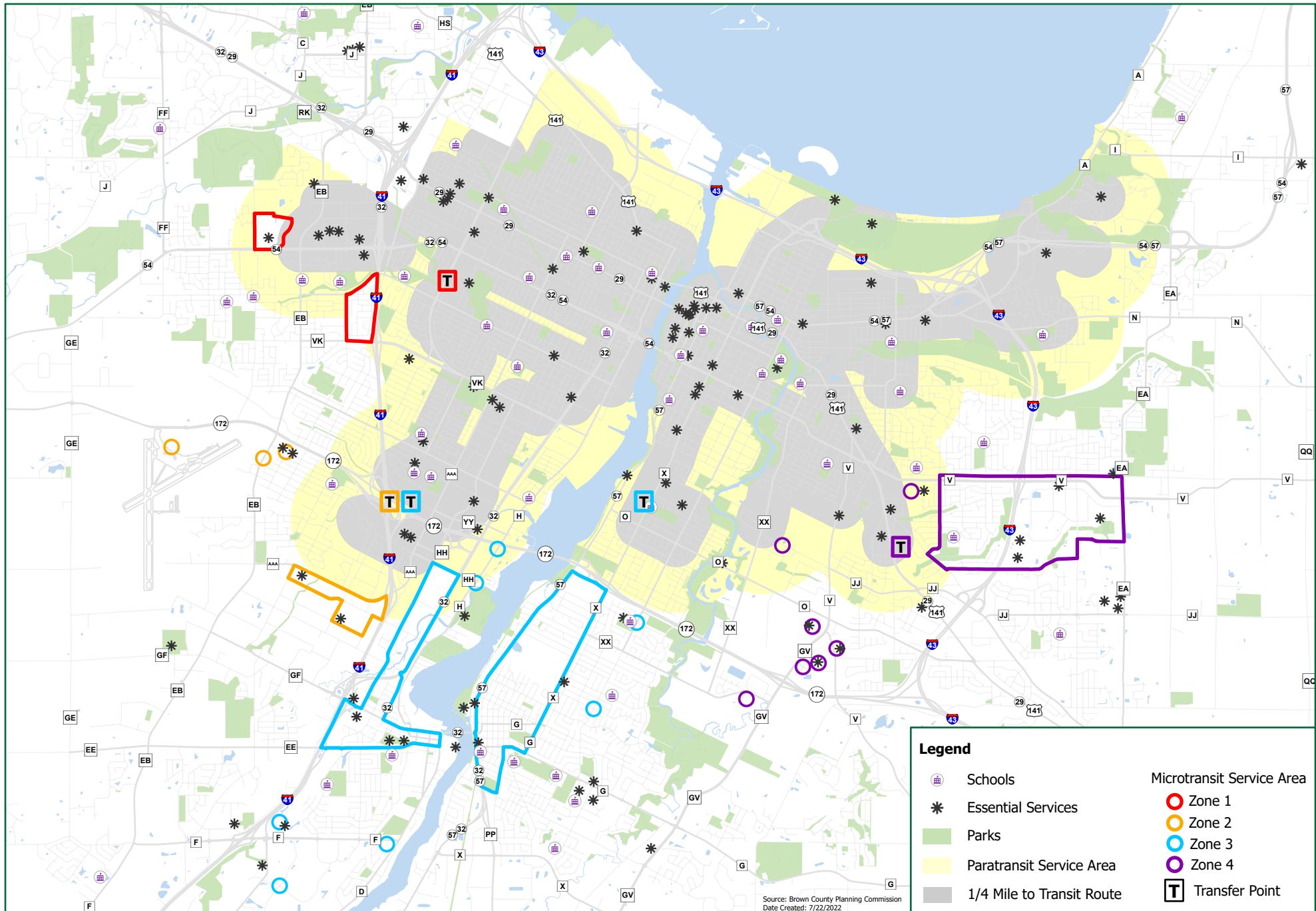


Figure H

Bicycle Access to Essential Services

Analysis of public transit service to employment, health care, education, nutrition, social services, and recreation for concentrations of disadvantaged populations: A Ladders of Opportunity Approach.

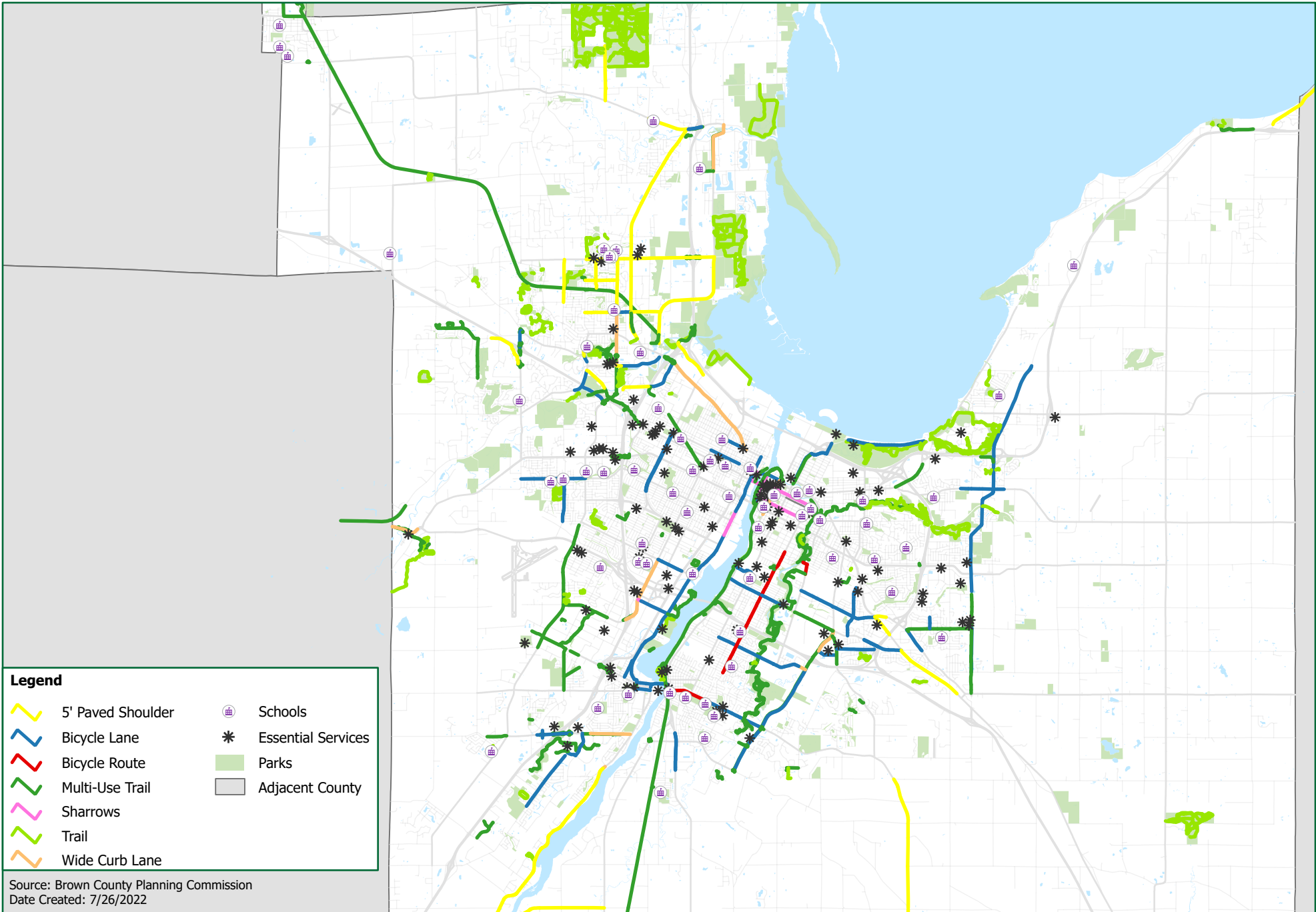
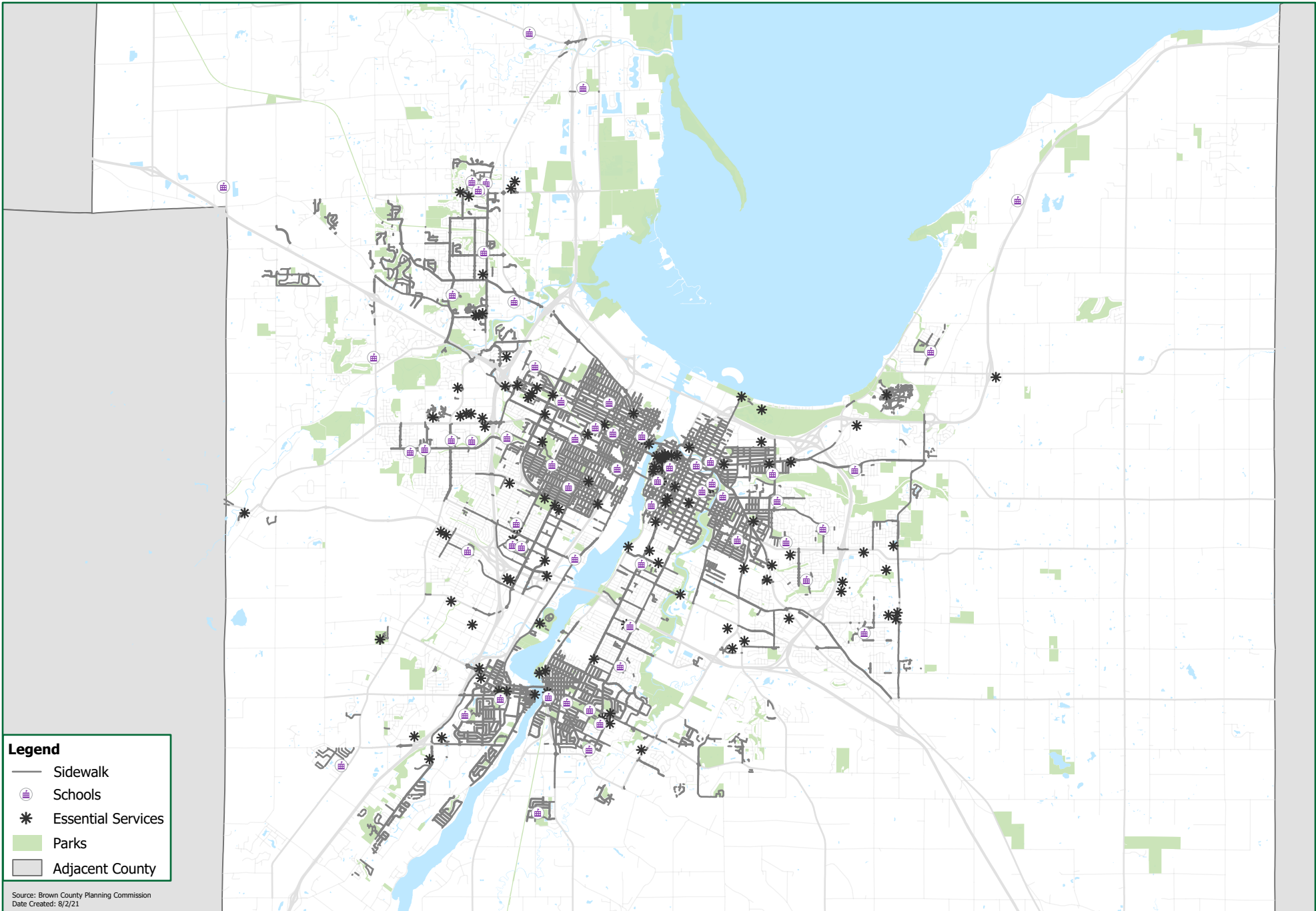


Figure I

Sidewalk Access to Essential Services

Analysis of public transit service to employment, health care, education, nutrition, 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 the following summary of Title VI activities between January 1, 2022, and June 30, 2022:

Title VI Activities

Staff updated Title VI information for members of the MPO's Policy Board and TAC.

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 also invited to submit comments during the TIP's 30-day public review period and to participate in the public hearing.

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 31st of each year.

Obligated transportation projects in the Green Bay Urbanized Area amounted to \$42,123,593 in 2021.

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 VI-2
Green Bay MPO 2045 Long-Range Transportation Plan
Major Highway Improvement Projects

Facility	Segment	Project Type	Project Status
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 to CTH U	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 has begun and is scheduled to be completed in the fall of 2022.
South Bridge Connector	Packerland Dr. (CTH EB) to CTH GV/X	Identify location of and preserve corridor; construct limited access arterial, new Fox River bridge, and new interchange at I-41.	Corridor location identified. WisDOT to include interchange at I-41 as part of the overall I-41 expansion project between Scheuring Road in De Pere and the Fox Valley. Design funds for Section 2 and Section 3 approved and amended into 2022-2025 TIP.

I. SHORT-RANGE TRANSPORTATION PLANS

1. 2022-2025 Transportation Improvement Program

a. Roadway Improvement Projects

The current project status of the previously programmed 2022 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 \$2.9 million in federal operating/capitalized maintenance assistance in 2022.

Metro ordered four new 29' buses in 2021 and delivery occurred in 2022 (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 completion in 2022.

d. Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

In late 2022 or early 2023, Curative Connections is scheduled to take delivery of four vehicles that were previously approved. Supply chain issues has delayed delivery.

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 2022 ROAD CONSTRUCTION PROJECTS
(\$1,000)

		Type of Cost	Jan - Dec 2022					Primary Jurisdiction		Type of Cost	Jan - Dec 2022						
Project Sponsor	Project Description		Federal	State	Local	Total	Notes	Project Sponsor	Project Description		Federal	State	Local	Total	Notes		
Town of Scott	Wequiock Road Fischer Rd to STH 57 Pavement Replacement	DESIGN RE CONST				0 0 708	project to begin in 2022 and continue in 2023	Brown County De Pere	South Bridge Connector (Section 2) Southbridge Rd/Red Maple Road Lawrence Drive to CTH D Reconstruction, New Construction, & RR Crossing HIP W1180	DESIGN RE CONST	1,700	0	425	2,125 0 0	project begins in 2022 and may continue into 2024		
158-22-022 (2022)	4507-02-70 1.1 miles P	TOTAL	566	0	142	708				TOTAL	1,700	0	425	2,125			
			STBG Local Program (not MPO)														
WisDOT	STH 57 Intersection with CTH K Intersection Modification	DESIGN RE CONST				0 0 2,008	project to be completed in fall of 2022	158-22-802	0.80 miles E		STBG/Highway Infrastructure Program						
158-19-023 (2022)	1480-29-00, 71 0.01 miles P	TOTAL	1,650	358	0	2,008		Brown County De Pere	South Bridge Connector (Section 3) Fox River Bridge CTH D to STH 57 Crossing over Fox River New Construction HIP W1180	DESIGN RE CONST	3,300	0	825	4,125 0 0	project begins in 2022 and may continue into 2024		
WisDOT Brown County	I-41 Norfield Rd - USH 141 in Oconto County Resurface (design in 2020) 1150-78-71 8.718 miles	DESIGN RE CONST				0 0 14,593		158-22-803	0.80 miles E	TOTAL	3,300	0	825	4,125			
		TOTAL	11,674	2,919	0	14,593				STBG/Highway Infrastructure Program							
WisDOT	Leo Frigo Bridge Painting of Bridge B-050-158	DESIGN RE CONST				0 0 3,709	project initiation date of September 2022 & work in 2023	WisDOT Brown County Village of Howard Village of Hobart	STH 29 Construct Interchange at CTH VV Sidewalks & bike lanes with roundabouts at ramp terminals 9200-10-01 71, 72, 73	CONST CONST CONT FENCE	14,117 1,400 0	0 9 0	5,804 581 875	19,921 1,990 875	Project began in 2021 and will be completed in FFY 2023		
158-19-016 (2022)	1220-21-30, 60 0.0 miles P	TOTAL	2,967	742	0	3,709		158-19-715 (Const) 158-20-028 (Fence) 158-21-010 (Conting.)	8.37 miles (I-41 to STH 32) E	TOTAL	16,533	263	7,260	24,056			
			NHPP								BUILD & NHPP Approved						
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 0.65 miles E	DESIGN RE CONST				0 0 3,880	project to be completed in fall of 2022	WisDOT	I-41 Brown and Outagamie Counties Expansion 1130-63-01, 71	DESIGN RE CONST	31000	31000	0	62,000	Project began in 2021 and will continue beyond scope of TIP		
158-20-015 (2022)		TOTAL	3,104	0	776	3,880		158-21-015 158-21-027	23.6 miles E			NHPP					
			STBG - Approved														

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 bus fleet to an optimal average fleet age of between 5 and 6 years.</p> <p>Metro was awarded funds through the VW Mitigation Trust and four of these buses were delivered in 2022, bringing the total to eight buses funded through the VW Mitigation Trust.</p> <p>Metro will continue to apply for funding for vehicles as needed.</p>
Regional Transportation Authority (RTA)	Establish an RTA in the area to enhance transit system since Federal, State, and local revenue sources will not likely increase substantially over the next several years.	<p>The state enabling legislation that is necessary to create an RTA does not exist.</p> <p>It is not anticipated that enabling legislation will be approved in the near future.</p>
Full-Service Bus Routes	Green Bay Metro staff, with the assistance of the MPO, should continue to explore route restructuring options to maximize effectiveness.	In August 2021, Metro implemented a new service plan that increased the frequency of fixed route bus service within the core and expanded 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, Metro continues to maintain fares at levels lower than the average of its Wisconsin peers.

J. **PERFORMANCE MEASURES REQUIREMENT**

Introduction

Federal transportation law requires 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 the Federal transportation law.

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 IIJA (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

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 6, 2021, the BCPC Board of Directors (MPO Policy Board) approved safety performance measures that are consistent with 2022 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: (The new 2023 safety targets are expected to be made available in late 2022.)

Performance Measure	2016-2020 Baseline Averages	2022 Reduction Target	2022 Safety Targets
Fatalities	596.6	2.0%	584.7
Fatality Rate	0.938	2.0%	0.919
Serious Injuries	3,056.6	2.0%	2,995.5
Serious Injury Rate	4.808	2.0%	4.712
Non-motorized Fatalities and Serious Injuries	365.8	2.0%	358.5

*2022 Safety Target approved by WisDOT.

Examples of safety improvement projects that are in the MPO's 2023-2026 TIP include:

- Installation of a roundabout at CTH EE and Mid-Valley Road
- Installation of a roundabout at CTH EE and Packerland Drive

These and other projects contained in the 2023-2026 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.

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:

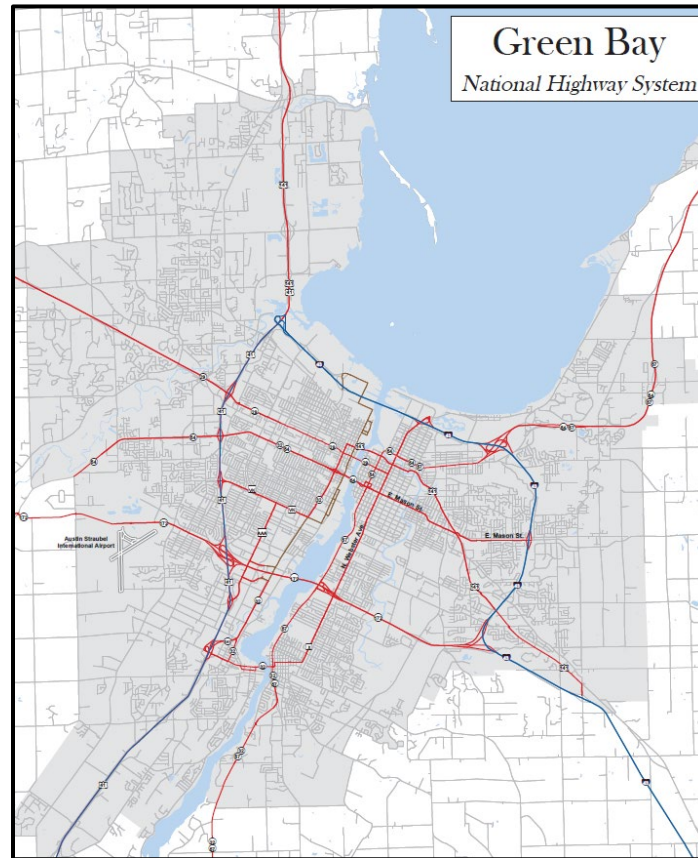
NHS Pavement Condition Targets: (New targets are to be made available in late 2022/early 2023 and will be incorporated into the TIP via Amendment.)

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

NHS Bridge Condition Targets

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

Green Bay Urbanized Area National Highway System (NHS) Routes



Examples of NHS pavement and bridge improvement projects that are in the MPO's 2023-2026 TIP include:

- Expansion of I-41 in the southern portion of the urbanized area
- Mill and overlay on STH 172 from the I-41 to I-43

These and other projects contained in the 2023-2026 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).

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: (New targets are to be made available in late 2022/early 2023 and will be incorporated into the TIP via Amendment.)

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

NHS Freight Reliability Targets

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

Examples of NHS Travel and Freight Reliability improvement projects that are in the MPO's 2023-2026 TIP include:

- Expansion of I-41 in the southern portion of the urbanized area
- Mill and overlay on STH 172 from the I-41 to I-43

These and other projects contained in the 2023-2026 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 includes heavy duty 29'-40' buses, medium buses, and wheelchair equipped vans operated by Metro and subrecipients.
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.

Examples of transit capital projects that are in the MPO's 2023-2026 TIP include:

- Funding request for fixed route buses.
- Funding request for maintenance truck.

These and other projects contained in the 2023-2026 TIP will help meet the TAM targets and mitigate State of Good Repair deficiencies.

On September 7, 2022), the BCPC Board of Directors (MPO Policy Board) approved the performance measures and targets consistent with those identified in Green Bay Metro's state of good repair and transit asset management (TAM).

Percentage of Passenger Vehicles Beyond Useful Life as Defined by the Federal Transit Administration					
Program	Vehicle Type	Vehicle Quantity	Useful Life Benchmark In Years	Beyond Useful Life (2022)	Target (2023)
Green Bay Metro	Heavy Duty Bus	36	12	27.8%	0.0%
Subrecipient	Medium Duty Bus	8	10	50.0%	0.0%
Subrecipient	Minivan	2	8	100%	0.0%

Percentage of Major Equipment Beyond Useful Life as Defined by the Federal Transit Administration					
Program	Major Equipment Type	Quantity of Equipment (21)	Useful Life Benchmark in Years	Beyond Useful Life (2022)	Target (2023)
Green Bay Metro	Various	Nine Beyond Useful Life	Varies	45.0%	25.0%

Condition of Major Transportation Facility based on the Transit Economic Requirements Model (TERM) Rating System of 1 (poor) to 5 (excellent)					
Program	Facility	Quantity	Age in Years	TERM Score (2022)	Target (2023)
Green Bay Metro	901 University Avenue	1	21	4	3

Public Transportation Agency Safety Plan (PTASP)

On September 7, 2022), the BCPC Board of Directors (MPO Policy Board) approved the performance measures and targets consistent with those identified in Green Bay Metro's PTASP.

Fixed Route Safety Performance per NTD Standards					
Category	2019 Actual	2020 Actual	2021 Actual	3-Year Average	2023 Target
Total Number of Fatalities	0	0	0	0	0
Fatality Rate per 100,000 Vehicle Revenue Miles	0.00	0.00	0.00	0	0
Total Number of Reportable Injuries	0	0	0	0	1
Injury Rate per 100,000 Vehicle Revenue Miles	0.00	0.00	0.00	0	1
Total Number of Reportable Accidents	0	0	1	.33	1
Total Number of Reportable Safety Events	0	2	1	1	1
Safety Events per 100,000 Vehicle Revenue Miles	0.00	0.27	0.14	.14	1
Total Number of Major Mechanical System Failures	34	19	19	24	25
Average Distance Between Major Mechanical Failures	35,296.85	39,534.95	38,782.74	37,871.51	40,000
Annual Vehicle Revenue Miles	1,200,093	751,164	736,872	896,043	740,000

Microtransit Safety Performance per NTD Standards			
Category	2021 Actual	3-Year Average	2023 Target
Total Number of Fatalities	0	0	0
Fatality Rate per 100,000 Vehicle Revenue Miles	0.00	0	0
Total Number of Reportable Injuries	0	0	1
Injury Rate per 100,000 Vehicle Revenue Miles	0.00	0	1
Total Number of Reportable Accidents	0	0	1
Total Number of Reportable Safety Events	0	0	1
Safety Events per 100,000 Vehicle Revenue Miles	0.00	0	1
Total Number of Major Mechanical System Failures	1	1	1
Average Distance Between Major Mechanical Failures	85,134.00	85,134.00	50,000
Annual Vehicle Revenue Miles	85,134	85,134	175,000

Paratransit Safety Performance per NTD Standards					
Category	2019 Actual	2020 Actual	2021 Actual	3-Year Average	2023 Target
Total Number of Fatalities	0	0	0	0	0
Fatality Rate per 100,000 Vehicle Revenue Miles	0.00	0.00	0.00	0	0
Total Number of Reportable Injuries	0	0	0	0	1
Injury Rate per 100,000 Vehicle Revenue Miles	0.00	0.00	0.00	0	1
Total Number of Reportable Accidents	0	0	1	.33	1
Total Number of Reportable Safety Events	0	0	1	.33	1
Safety Events per 100,000 Vehicle Revenue Miles	0.00	0.00	1.00	.33	1
Total Number of Major Mechanical System Failures	1	2	0	1	1
Average Distance Between Major Mechanical Failures	234,356.00	62,614.55	-	98,990.18	240,000.00
Annual Vehicle Revenue Miles	234,356	125,229	159,556	173,047	220,000

Examples of transit projects that are in the MPO's 2023-2026 TIP include:

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

These and other projects contained in the 2023-2026 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.browncountywi.gov/> and click on Departments, Planning and Land Services, Planning, Transportation, and scroll down to the appropriate plan category.

APPENDIX A

Projects Submitted for STBG Funding Consideration – Illustrative (not funded)

(Approved Projects will appear in the final version of Table II-1 and will be shown as STBG – Approved)

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

Road	Location	Applicant	Type	Federal Project Cost Estimate	Maximum Request (80%)	Required Local Share (20%)
CTH C	CTH FF to Greenfield Avenue	Brown County	Design	\$514,000	\$411,200	\$102,800
			Const.	\$5,282,000	\$4,225,600	\$1,056,400
Harbor Lights Road	Velp Av to Birch Rd	Suamico	Design	\$844,867	\$675,894	\$168,973
			Const.	\$6,140,406	\$4,912,325	\$1,228,081
Baird Street	East Mason to South City Limits	Green Bay	Design	not requested		
			Const.	\$4,139,000	\$3,311,200	\$827,800
Humboldt Road (a)	University Av to I-43	Green Bay	Design	\$844,867	\$675,894	\$168,973
			Const.	\$6,140,406	\$4,912,325	\$1,228,081
Humboldt Road (b)	I-43 to Laverne Dr	Green Bay	Design	not requested		
			Const.	\$2,657,000	\$2,125,600	\$531,400
Humboldt Road (c)	Laverne Dr to 850' e/o Bascom Way	Green Bay	Design	\$787,015	\$629,612	\$157,403
			Const.	\$5,717,416	\$4,573,933	\$1,143,483
Broadview Drive	Webster Av to Libal St	Allouez	Design	\$150,000	\$120,000	\$30,000
			Const.	\$1,370,000	\$1,096,000	\$274,000
Libal Street	LeBrun St to Vande Hei Rd	Allouez	Design	\$125,000	\$100,000	\$25,000
			Const.	\$792,000	\$633,600	\$158,400
S. Sixth Street	Lande St to Grant St (CTH EE)	De Pere	Design	\$656,000	\$524,800	\$131,200
			Const.	\$2,800,000	\$2,240,000	\$560,000
Green Bay Metro	(4) 29-40' Buses	Green Bay, De Pere, Allouez, Ashwaubenon, & Bellevue	Equip.	\$4,779,000	\$3,823,200	\$955,800
Totals:				\$43,738,978	\$34,991,182	\$8,747,796

APPENDIX B



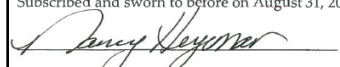
STBG Program for the Green Bay Urbanized Area (Project detail is available in Table II-1)

Program years for projects approved in 2022 are subject to WisDOT scheduling which will occur in late 2022.

Road	Location	Applicant	Type	100% Cost	Approved Amount	Approved Percent	2022	2023	2024	2025	2026	2027
Libal Street	STH 172 to Kalb St	Allouez	Const.	\$4,679,285	\$3,743,428	80.0%			\$3,743,428			
Allouez Avenue	Hazen Rd to Main St (USH 141)	Bellevue	Const.	\$2,996,000	\$2,396,800	80.0%			\$2,396,800			
Hoffman Road	Bellevue St to Monroe Rd (CTH GV)	Bellevue	Const.	\$1,715,745	\$1,372,596	80.0%			\$1,372,596			
Ontario Road	Eaton Rd (CTH JJ) to N Village Limits	Bellevue	Const.	\$938,724	\$750,979	80.0%			\$750,979			
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Design	\$582,100	\$465,680	80.0%	\$465,680					
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	Construct	\$3,048,950	\$2,439,160	80.0%				\$2,439,160		
Cardinal Lane	Telluride Tr to Lineville Rd	Howard	Resurface	\$999,080	\$611,682	61.2%	\$611,682					
Mather Street	Locust St to Gray St	Green Bay	Design	\$552,200	\$441,760	80.0%		\$441,760				
Mather Street	Locust St to Gray St	Green Bay	Const.	\$5,856,400	\$3,678,711	62.8%						\$3,678,711
Country Club Road	Indian Hill Dr to W Mason Front Rd	Green Bay	Construct	\$5,059,440	\$4,047,552	80.0%				\$4,047,552		
Marley Street (CTH VV)	Millwood Ct to CTH C (Glendale Av)	BC/How/Pitts	Construct	\$3,879,800	\$3,103,840	80.0%	\$3,103,840					
CTH EE (Grant St)	CTH EE (Grant St) at Mid Valley Dr	Brown County/ Lawrence	Design	\$254,800	\$203,840	80.0%		\$203,840				
CTH EE (Grant St)	CTH EE (Grant St) at Mid Valley Dr	Brown County/ Lawrence	Const.	\$1,468,000	\$1,174,400	80.0%					\$1,174,400	
CTH EE (Grant St)	CTH EE (Grant St) at CTH EB	Brown County/ Ashwaubenon	Design	\$232,000	\$185,600	80.0%		\$185,600				
CTH EE (Grant St)	CTH EE (Grant St) at CTH EB	Brown County/ Ashwaubenon	Const.	\$1,379,725	\$1,103,780	80.0%				\$1,103,780		
Green Bay Metro	Clean-Diesel Bus (1)	Green Bay	Acquisition	\$600,000	\$480,000	80.0%	\$480,000					
Green Bay Metro	Solar Powered Bus Stop Signs	Green Bay	Acquisition	\$106,041	\$84,833	80.0%		\$84,833				
Totals:							\$4,661,202	\$916,033	\$8,263,803	\$7,590,492	\$1,174,400	\$3,678,711

APPENDIX C

Notice of Request for Comments and Public Hearing

		PRESS-GAZETTE media A GANNETT COMPANY	RECEIVED SEP 07 2022 Brown County Planning and Land Services
STATE OF WISCONSIN BROWN COUNTY		NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING ON THE DRAFT 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE GREEN BAY URBANIZED AREA	
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: 0005383753 Total Ad Cost: \$82.45 Published Dates: 08/24/2022, 08/31/2022		All interested persons are invited to com- ment and are advised of a public hearing on the Draft 2023-2026 TIP. The TIP contains a program of highway projects, transit projects, transportation services for seniors and individuals with disabili- ties, and transportation alternatives proj- ects eligible for federal funds. For an electronic copy of the TIP, please contact Lisa Conard@BrownCountyWi.g ov or by phone at 920-449-6469. The public review period for the Program of Projects is scheduled for August 24, 2022 - September 23, 2022. The public hearing will take place on: Wednesday, September 7, 2022 Green Bay Metro Transportation Center 901 University Avenue Green Bay, WI 6:30 p.m. Written comments should be mailed to Lisa J. Conard, Brown County Planning Commission, PO Box 23600, Green Bay, WI 54306-3600 by September 23, 2022. The projects contained in the TIP consti- tute the final Program of Projects unless otherwise amended. Published by Patricia W. Moynihan, Jr. County Clerk RUN: August 24, 31, 2022 WNAXLP	
 Legal Clerk			
State of Wisconsin County of Brown Subscribed and sworn to before on August 31, 2022			
 Notary Public State of Wisconsin, County of Brown			
My Commission Expires			
# of Affidavits 1 This is not an invoice	<div style="border: 1px solid black; padding: 5px; text-align: center;">NANCY HEYRMAN Notary Public State of Wisconsin</div>		
		BROWN COUNTY PLANNING LEGALS	
GANNETT WI MEDIA 435 EAST WALNUT ST. PO BOX 23430 GREEN BAY, WI 54305-3430		GANNETT Wisconsin Media Delivering Customers. Driving Results.	
		PHONE 920-431-8298 FAX 877-943-0443 EMAIL legals@greenbaypressgazette.com	

APPENDIX D

Public Participation Notice sent to Interested Parties (over 240 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 2023-2026 TIP can be found at: *Link provided*

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 2023 Program of Projects**. These projects are individually listed in the TIP document and include:

POP table provided

The public review period for the TIP and Metro's Program of Projects is scheduled from August 24 – September 23, 2022. The public hearing is scheduled for:

Wednesday, September 7, 2022
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, WI
6:30 p.m.

The document is scheduled to be presented to the Brown County Planning Commission Board of Directors for final approval consideration on October 5, 2022.

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, 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 E

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.)

4. **Overview and Public Hearing:** *Draft 2023-2026 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area and the Green Bay Metro 2023 Program of Projects. (Please bring copy of the TIP to the October meeting)*

L. Conard noted the draft TIP included projects funded by 14 different federal funding sources.

1. NHPP - National Highway Performance Program (includes the former National Highway System, Bridge Rehabilitation, Bridge Replacement, and Interstate Maintenance Programs)
2. STBG - Surface Transportation Block Grant Program - Wisconsin projects
3. **STBG - Surface Transportation Block Grant Program - MPO projects**
4. STBG-HIP - Surface Transportation Block Grant Program Highway Improvement Program
5. STBG-Local - Surface Transportation Block Grant – local road projects (new)
6. BUILD - Better Utilizing Investments to Leverage Development

7. **TAP - STBG set-aside for Transportation Alternatives**
8. **CRP – Carbon Reduction Program – MPO projects (new)**
9. HSIP - Highway Safety Improvement Program
10. HSIP-Rail - Highway Safety Improvement Program - Railroad Safety
11. Section 5307 - Urbanized Area Formula Grants Program
12. **Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities**
13. Section 5311 - Rural Transit Assistance Program
14. Section 5339 - Bus and Bus Facilities Program

The programs in bold represent those that the Brown County Planning Commission Board of Directors has decision-making authority. The remaining programs represent those which other entities, such as the Federal and State governments, as well as the Green Bay Transit Commission, have decision-making authority.

Regardless of approval authority, all federally funded surface transportation projects must appear in the TIP.

L. Conard noted that federal surface transportation investment in the area in the last 10 years has topped 500 million dollars.

L. Conard provided examples of projects recently completed in the area.

L. Conard provided program highlights:

- I-41 Expansion segments - \$260,718,000 (includes portion outside of urban area)
- STH 172 from STH 54 to I-43 - \$23,926,000
- Additional projects funded through Bipartisan Infrastructure Law (BIL)

L. Conard provided an overview of Draft TIP and Green Bay Metro 2023 Program of Projects.

Green Bay Metro 2023 Program of Projects

Program/Project	Federal Funds	Total Cost
Section 5307 Operating Assistance	\$2,193,000	\$6,113,000
Section 5307 Capitalized Maintenance	\$715,000	\$894,000
Section 5339 Direct Allocation		
Transit Way Pavement Repair	\$320,000	\$400,000
Maintenance Truck	\$58,000	\$73,000
Floor Scrubber	\$44,000	\$55,000
Walk Behind Floor Scrubber	\$16,000	\$20,000
Section 5310		
Administration	\$27,000	\$27,000
Mobility Management Program	\$121,000	\$151,000
Surface Transportation Block Grant (STBG)		
Solar Powered Bus Stop Signs	\$85,000	\$106,000
Total:	\$3,579,000	\$7,839,000

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 planning commission that the TIP is undergoing a 30-day public review period and anticipates that staff will be seeking approval at the October meeting.

APPENDIX F

Public Review Comments

No comments from the public were received.

APPENDIX G

Minutes

Environmental Consultation for the
Draft 2022-2025 Transportation Improvement Program (TIP)
for the Green Bay Urbanized Area by the
Brown County Planning Commission
Tuesday, September 13, 2022
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
9:30 a.m.

Attendees: None.

Brown County Planning Commission Staff: Lisa J. Conard

ORDER OF BUSINESS:

1. Introductions.
2. Overview of the *Transportation Improvement Program* process.
3. Review and comment on the projects contained in the *Draft 2022-2025 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.

The meeting was adjourned at 9:45 a.m. as no one attended.

Appendix H

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.
TIP	2023-2026 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area adopted October 2022 (scheduled).
UPWP	2022 MPO Transportation Planning Work Program adopted November 2021.
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 November 2021
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 2021 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 occurred on August 9 & 10, 2022
Website	https://www.browncountywi.gov/departments/planning-and-land-services/planning/transportation/

Appendix I

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 IIJA (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

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

December 14, 2022

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

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 2023 – 2026 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. The Wisconsin Department of Transportation (WisDOT) will reflect by reference the 2023 – 2026 federal aid projects covered by this approval in our 2023 – 2026 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. 2022 – 11 dated October 5, 2022, 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 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.

The TIP will become effective upon your subsequent approval of WisDOT's 2023 – 2026 STIP.

Sincerely,



Craig Thompson
Secretary

ecc: Cole Runge, BCPC
Mary Forlenza, FHWA
Karl Buck, FHWA
William Wheeler, FTA
Evan Gross, FTA
Scott Nelson, WisDOT NE Region
Alex Gramovot, WisDOT BPED
Chuck Wade, WisDOT BPED