

**Major Amendment #2
to the
2019-2023 Transportation Improvement Program
for the
Green Bay Urbanized Area**



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



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



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



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

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



The Brown County Planning Commission/Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area invites you to follow us on Facebook at:

<https://www.facebook.com/pages/Brown-County-Planning-Commission-Green-Bay-MPO/751165931582219> or on Twitter at <https://mobile.twitter.com/BCPCGreenBayMPO>.

On the Cover. Newly reconstructed Humboldt Road (CTH N) from Cornelius Drive to Spartan Road complete with sidewalks and bicycle lanes. The Brown County Planning Commission Board of Directors (MPO Policy Board) approved use of Federal Surface Transportation Block Grant (STBG) Program funds for the project. Local funds were provided by Brown County and the City of Green Bay.

RESOLUTION NO. 2019-02

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION APPROVING
MAJOR AMENDMENT #2 TO THE
2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE GREEN BAY URBANIZED AREA

WHEREAS, U.S. Department of Transportation (DOT) regulations require the development and annual endorsement of a Transportation Improvement Program (TIP) for each urbanized area by the Metropolitan Planning Organization (MPO); and

WHEREAS, In accordance with 23 CFR 450.334(a) the Brown County Planning Commission (BCPC) hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

WHEREAS, the BCPC is the designated MPO for the Green Bay Urbanized Area with responsibility for carrying out an urban transportation planning program; and

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

THEREFORE, BE IT RESOLVED, that the BCPC Board of Directors approves Major Amendment #2 to the 2019-2023 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 Fixing America's Surface Transportation Act (FAST Act) and that the BCPC certifies that the urban transportation planning process certification requirements of 23 CFR 450.114 (c) are satisfied.

Dated at Green Bay, Wisconsin, this 1st day of May 2019.

BROWN COUNTY PLANNING COMMISSION


Norbert Dantinne, Jr., President

ATTEST:


Chuck Lamine, AICP, Planning Director

Amendment Requirement

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

1. WisDOT DTIM Local Program Revisions to the Green Bay MPO Surface Transportation Block Grant (STBG) Program

On February 18, 2019, WisDOT Northeast Region staff informed MPO staff that the Green Bay MPO Surface Transportation Block Grant (STBG) schedule as it relates to the Vanderperren Way construction project is not acceptable to WisDOT's Division of Transportation Investment Management (DTIM) Local Program staff in Madison. The \$689,125 added to the project in October of 2017 and reaffirmed in September of 2018 by the MPO was not acceptable to DTIM Local Program staff because adequate funding capacity does not exist in the 2020 statewide STBG program.

Initial WisDOT Revision Options

Prior to the BCPC Transportation Subcommittee's March 13, 2019 meeting, WisDOT Northeast Region staff consulted with WisDOT DTIM Local Program staff and provided MPO staff the following options to address this situation:

Option 1

- Maintain the Vanderperren Way and Manitowoc Road project schedules and funding amounts that were approved by the MPO policy board on October 4, 2017, reaffirmed by the MPO policy board on September 5, 2018, approved by WisDOT on September 24, 2018, and incorporated into WisDOT's Final 2019-2022 Statewide Transportation Improvement Program (STIP).

WisDOT DTIM Local Program staff informed MPO staff that this option is unacceptable and cannot be chosen.

Option 2

- Project 9266-11-03 (**Vanderperren Way**): Move the project from FY20 to FY21 (and assume a January 2021 let). This will provide a total of \$1,616,800 in FY21 for this project (\$927,675 from the original MPO and SMA approvals plus \$689,125 of additional funding approved by the MPO on October 4, 2017 and reaffirmed on September 5, 2018).
- Project 4516-08-71 (**Manitowoc Road**): Move the project from FY21 to FY22 (and assume a July 2021 let). This will provide a total of \$2,699,906 in FY22 for this project (\$1,607,909 from the original MPO and SMA approvals plus \$1,091,997 of additional funding approved by the MPO on October 4, 2017 and reaffirmed on September 5, 2018).

Option 3

- Do not add the additional \$689,125 of STBG funding to Project 9266-11-03 (**Vanderperren Way**) and keep the project scheduled in FY20. The MPO can then reallocate the \$689,125 to different project(s) beginning in FY22. This funding would need to be used for design and construction or for construction only. This funding cannot be awarded for design only.
- Project 4516-08-71 (**Manitowoc Road**): The funding amount and construction schedule remain the same.

MPO Staff Comments/Analysis Regarding Initial Options Provided by WisDOT (From March 13 Staff Report to BCPC Transportation Subcommittee)

Option 1

- WisDOT DTIM Local Program staff informed MPO staff that keeping the projects as approved by the MPO Policy Board on October 4, 2017, reaffirmed by the MPO on September 5, 2018, approved by WisDOT on September 24, 2018, and included in the Final 2019-2022 STIP is no longer acceptable. However, MPO staff believes it is an acceptable option because WisDOT informed MPO staff in 2017 that the additional STBG funding can be approved for these projects as long as the Manitowoc Road project moves from 2020 to 2021 in order to create capacity in the 2020 statewide program to allow the Vanderperren project to receive additional funding in 2020.

Option 2

- By moving the Vanderperren project from 2020 to 2021 and moving the Manitowoc project to 2022 (which is in a subsequent two-year STBG funding cycle), the MPO will lose \$2,699,906 in future project spending capacity because this money will not be spent by the end of the 2020-2021 funding cycle. This is spending capacity the MPO will never get back because funding the project in 2022 uses a portion of the funding capacity the MPO expected to have when the 2020-2023/4 program begins in the fall of 2019.

Option 3

- If the \$689,125 of STBG funding is not spent on the Vanderperren Way project, the most obvious impact will be the additional financial burden placed on the local project sponsors (Brown County and Village of Ashwaubenon). But another significant impact will be on the MPO's overall STBG project funding capacity.

Similar to Option 2 above, assigning the \$689,125 of STBG funding in 2022 or beyond will result in the loss of this amount of future MPO project spending capacity because this money will not have been spent by the end of the 2020-2021 funding cycle.

BCPC Transportation Subcommittee Meeting on March 13, 2019

When the BCPC Transportation Subcommittee met on March 13, 2019 to discuss the STBG funding situation and the options provided by WisDOT, the subcommittee approved MPO staff's recommendation to reject WisDOT Options 2 and 3 and allow MPO staff to continue to work with WisDOT DTIM Local Program staff to resolve this situation.

MPO Staff Discussions and Correspondence with WisDOT DTIM Local Program Staff Following the March 13 Meeting

During conference calls and email exchanges between MPO staff and representatives of WisDOT DTIM Local Program staff, MPO staff was repeatedly told that the additional STBG funding approved by the MPO for the Vanderperren Way project cannot remain in 2020 because there is no available funding capacity in the 2020 statewide program. However, WisDOT DTIM Local Program staff informed MPO staff that the following option is acceptable:

“The MPO may schedule the funds on a new design project in 2021 in anticipation of a construction project in the next cycle when the MPO intends to select the construction project based on its sub-allocation.”

WisDOT DTIM Local Program staff also informed MPO staff that these funds may be allocated to more than one design project in 2021.

MPO List of Illustrative Projects

The current Transportation Improvement Program (TIP) contains a number of STBG-eligible projects that are currently designated as “illustrative”. This designation means that federal funds are not currently assigned to the projects but that federal funding will be considered for the projects during future funding cycles or if additional STBG funding becomes available during the current funding cycle.

The roadway projects included on the illustrative list were ranked using the MPO policy board’s evaluation criteria and scoring process. Transit capital projects are not ranked using these criteria and scoring process, but these projects can be funded at the discretion of the MPO policy board. The MPO’s current illustrative project list is below.

Primary	Location	Jurisdiction	Project Cost Estimate (100%)		Requested STBG Funding at 80% Maximum		Funding Option
			Design	Construction	Design	Construction	2021 Design
CTH C	CTH FF to Greenfield Av	BC/Howard	\$521,000	\$3,587,000	\$416,800	\$2,869,600	\$416,800
Libal Street	STH 172 to Kalb St	Allouez	\$355,000	\$2,993,000	\$284,000	\$2,394,400	\$272,325
Country Club Road	Indian Hill Dr to W Mason Frontage Rd	Green Bay	---	\$1,871,000	---	\$1,496,800	
Lawrence Drive	500' s/o Fortune Av to Scheuring Rd	De Pere	\$284,000	\$2,774,000	\$227,200	\$2,219,200	
Riverside Drive (V. Suamico)	150' w/o Velp Av to Side St	Suamico	---	\$1,320,201	---	\$1,056,161	
Mather Street	Locust St to Gray St	Green Bay	---	\$1,765,000	---	\$1,412,000	
Baird Street	East Mason St to South City Limits	Green Bay	---	\$1,370,000	---	\$1,096,000	
Riverview Dr & Lakeview Dr	Velp Av to 300' n/o Mountain Bay Trail	Howard	---	\$2,973,000	---	\$2,378,400	
Humboldt Road	University Av to Cornelius Dr	Green Bay	---	\$530,000	---	\$424,000	
Bay Settlement Road	Church Rd to Van Lanen Rd	Scott	---	\$1,974,690	---	\$1,579,752	
Green Bay Metro	Three 35' or 40' buses in 2021	GB/DP/Ash/All/Bell		\$1,524,000		\$1,219,200	
Green Bay Metro	Three 35' or 40' buses in 2022	GB/DP/Ash/All/Bell		\$1,569,000		\$1,255,200	
Green Bay Metro	Three 35' or 40' buses in 2023	GB/DP/Ash/All/Bell		\$1,614,000		\$1,291,200	
			\$1,160,000	\$25,864,891	\$928,000	\$20,691,913	\$689,125

MPO Staff Recommendation

MPO staff recommends that the \$689,125 of STBG funding be approved for 2021 design work for the CTH C and Libal Street projects, which are the two highest ranked projects on the MPO’s current illustrative list. This option benefits the MPO as a whole because it allows the MPO to avoid losing funding capacity by enabling the \$689,125 to remain in the current STBG funding cycle.

Note: If this STBG funding is approved now for the design of the CTH C and Libal Street projects in 2021, the MPO policy board (BCPC Board of Directors) will need to approve funding for the projects’ construction phases from the MPO’s 2020-2024 STBG funding allocation. This approval is currently expected to occur in October of 2019.

2. Wisconsin Department of Transportation (WisDOT) Project

WisDOT has requested that the Brown County Planning Commission Board of Directors/Green Bay MPO amend the *2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* to reflect an addition to the 2019-2023 program. The dollar amounts shown are in 1,000s.

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2022			
			Federal	State	Local	Total
WisDOT 158-19-018 (2022)	I-41 Bridge Rehabilitation Deck Overlays various locations	DESIGN RE CONST	5,172	1,728	0	6,900
	1150-77-71 11.58 miles P	TOTAL	5,172	1,728	0	6,900
		NHPP				

3. Green Bay Metro

Green Bay Metro was informed that it is the recipient of a WisDOT-allotted FFY2018/FFY 2019 Section 5339 Bus and Bus Facilities capital grant in the amount of \$1,214,000. Green Bay Metro will provide the required 20% match of \$285,000 and purchase three buses. The buses will likely be delivered in the spring of 2020.

Fiscal Constraint Demonstration

Amendment #2 to the 2019-2023 Transportation Improvement Program for the Green Bay Urbanized Area is fiscally constrained as demonstrated below and per federal requirements.

Summary of Federal Funding
Fiscal Constraint Demonstration - Four Year Requirement

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2019	2020	2021	2022	Total	2019	2020	2021	2022	Total
FHWA	STBG (MPO Allocation)	\$10,109,440	\$927,675	\$3,389,035	\$0	\$14,426,150	\$10,109,440	\$927,675	\$3,389,035	\$0	\$14,426,150
	BUILD	\$979,000	\$18,779,000	\$0	\$0	\$19,758,000	\$979,000	\$18,779,000	\$0	\$0	\$19,758,000
	STBG (WisDOT)	\$1,215,384	\$854,000	\$854,000	\$854,000	\$3,777,384	1,215,384	854,000	854,000	854,000	\$3,777,384
	STP Flex	240,000	0	0	0	\$240,000	240,000	0	0	0	\$240,000
	HSIP	918,000	240,000	240,000	421,000	\$1,819,000	918,000	240,000	240,000	421,000	\$1,819,000
	NHPP	2,349,000	5,139,000	604,000	3,935,000	\$12,027,000	2,349,000	5,139,000	604,000	3,935,000	\$12,027,000
	TA - STBG Set-Aside	49,200	0	0	947,416	\$996,616	49,200	0	0	947,416	\$996,616
	Total	\$15,860,024	\$25,939,675	\$5,087,035	\$6,157,416	\$53,044,150	\$15,860,024	\$25,939,675	\$5,087,035	\$6,157,416	\$53,044,150
FTA	Section 5307	\$2,877,000	\$0	\$0	\$0	\$2,877,000	\$2,877,000	\$0	\$0	\$0	\$2,877,000
	Section 5310	176,109	0	0	0	\$176,109	176,109	0	0	0	\$176,109
	Section 5339	2,554,000	0	0	0	\$2,554,000	2,554,000	0	0	0	\$2,554,000
	Total	\$5,607,109	\$0	\$0	\$0	\$5,607,109	\$5,607,109	\$0	\$0	\$0	\$5,607,109

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

Public Comment Period and Public Hearing

MPO staff conducted a 15-day public comment period, and a public hearing was held on May 1, 2019. The public participation documents can be seen in the appendices of this amendment report.

Brown County Planning Commission Board of Directors Transportation Subcommittee Action

The Transportation Subcommittee met on Monday, April 22 to consider the amendment and made a recommendation for approval to the Brown County Planning Commission Board of Directors.

Brown County Planning Commission Board of Directors Action

The Brown County Planning Commission Board of Directors approved the amendment on May 1, 2019.

Appendix A

Manitowoc Road and Vanderperren Way Chronology

The Manitowoc Road and Vanderperren Way projects were first approved by the Brown County Planning Commission Board of Directors/MPO Policy Board on October 7, 2015. Construction was programmed for 2020, and State-Municipal Agreements (SMAs) were subsequently developed and signed by the project participants.

On July 25, 2017, WisDOT's DTIM Local Program staff announced that it was making available \$5,281,855 of STBG funds to the Green Bay MPO to assign to projects through 2022. This amount was confirmed on September 11, 2017 by WisDOT Northeast Region staff.

On October 4, 2017, the MPO policy board, in cooperation with the WisDOT Northeast Region, assigned a portion of the new STBG funds to the existing Manitowoc Road and Vanderperren Way projects to make them "whole" at the 80% federal maximum funding level. WisDOT informed MPO staff that the additional STBG funding can be approved for these projects as long as the Manitowoc Road project moves from 2020 to 2021 in order to create 2020 capacity in the statewide program to allow the Vanderperren project to receive additional funding in 2020. The MPO Policy Board also assigned STBG funding to the Gray Street and Lawrence Drive projects on October 4, 2017.

After the projects were approved by the MPO policy board on October 4, 2017, MPO staff expected new project SMAs to be developed in the spring of 2018. However, WisDOT Northeast Region staff was not authorized by DTIM Local Program staff to prepare these SMAs because DTIM Local Program staff was in the process of reevaluating the STBG program.

In June and July of 2018, MPO staff received several communications from WisDOT DTIM Local Program staff about the STBG program. This included a notice that more than \$3,500,000 of the MPO's \$5,281,855 was no longer available from WisDOT for the projects that were approved on October 4, 2017 by the MPO policy board and included in the MPO's *2018-2022 Transportation Improvement Program (TIP)*. With DTIM Local Program staff no longer making these funds available from the STBG program, the MPO policy board was told it needed to revisit its funding decision made on October 4, 2017 and remove more than \$3,500,000 from the MPO's approved program of projects.

On September 5, 2018, the MPO policy board amended the 2018-2022 TIP to remove STBG funding from the Gray Street and Lawrence Drive projects and to reaffirm the schedules and funding amounts for the Manitowoc Road and Vanderperren Way projects as approved on October 4, 2017 (which built upon the projects' initial approval on October 7, 2015). This TIP amendment was approved by WisDOT on September 24, 2018, and the Vanderperren Way and Manitowoc Road projects were subsequently included in the Final 2019-2022 STIP in 2020 and 2021, respectively.

Appendix B

Email Message Sent to Interested Parties

Dear Interested Party:

You are invited to comment and are advised of a public hearing on the ***Draft Major Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.***

A digital version of the Draft Major Amendment #2 document can be viewed by clicking on the following link:

Link provided.

If you would like to review a hard copy of the document, copies are available for review at:

Brown County Planning Commission
Planning and Land Services Department
305 East Walnut Street, Room 320
Green Bay, WI 54301

The public review period and comment period will occur between April 17, 2019 and May 1, 2019.

If you would like to submit comments, please mail or email your comments by May 1 2019, to:

Lisa J. Conard, Senior Planner
Brown County Planning Commission
Planning and Land Services Department
PO Box 23600
Green Bay, WI 54305-3600
conard_lj@co.brown.wi.us

You can also submit comments by telephone or through the Brown County Planning Commission/Green Bay MPO Facebook Page. The telephone number and Facebook link are shown at the end of this message.

A public hearing regarding the amendment will take place on:

May 1, 2019 at 6:30 p.m.
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, WI 54302

Immediately following the hearing, the Draft Major Amendment #2 will be presented to the Brown County Planning Commission Board of Directors (MPO Policy Board) for approval consideration.

Thank you for your interest in the Green Bay MPO.

Sincerely,

Lisa J. Conard, Senior Planner
Brown County Planning Commission/Green Bay MPO
305 East Walnut Street, Room 320
Green Bay, WI 54301
Phone: (920) 448-6489
Email: Conard_LJ@co.brown.wi.us
Website: www.co.brown.wi.us/planning



Appendix C

Minutes
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, May 1, 2019
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, 54302
6:30 p.m.

ROLL CALL:

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

Others Present: Chuck Lamine, Cole Runge, Lisa Conard, Dan Teaters, Devin Yoder, Adam Kofoed, Ker Vang, Karl Mueller, and Kathy Meyer

3. **Public Hearing:** Draft Major Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard provided an overview of Draft Major Amendment #2 to the 2019-2023 TIP via PowerPoint.

The STBG Program typically is a five-year program, with a reset or new cycle every two years. Projects currently in the program for 2019:

- S. Huron Rd
- Webster Av
- Cormier Rd
- Vincent Rd

In 2020:

- Vanderperren Way

In 2021:

- Manitowoc Rd

Initially, in 2016, the Planning Commission approved Vanderperren Way with \$927,675 in federal funds. In the fall of 2017, there were additional funds to spend and \$689,125 was added to the project. The Planning Commission approved and reaffirmed the additional funding.

In February 2019, WisDOT DTIM (Division of Transportation Investment Management) informed staff that the state does not have \$689,125 available in 2020 for this project. L. Conard stated that the WisDOT DTIM provided MPO staff with several options, none of which staff found acceptable. The Transportation Subcommittee met to discuss, and MPO staff invited WisDOT DTIM staff to the meeting; they declined to attend. The Transportation Subcommittee met and agreed with MPO staff that the options presented by WisDOT DTIM were unacceptable. MPO staff continued to work with WisDOT DTIM to find an acceptable solution for everyone. In April, DTIM informed MPO staff that

the MPO could use the \$689,125 in 2021 for the design components of roadway construction or reconstruction projects.

The TIP contains a number of STBG-eligible projects that are currently shown as “illustrative”; which means that federal funds are not currently assigned to the projects but that federal funding will be considered for the projects during future funding cycles or if additional STBG funding becomes available during the current funding cycle. MPO staff reviewed the existing TIP’s illustrative projects list, and two projects (CTH C for Brown County and the Village of Howard and Libal Street for the Village of Allouez) were the two highest ranked projects on the list. L. Conard stated that the Transportation Subcommittee and MPO staff recommend that the \$689,125 of STBG funding be approved for 2021 design work for these two projects. As a condition of approving funding for the design of CTH C and Libal Street, the construction portions of the projects will need to be approved in October 2019. L. Conard stated that the Transportation Subcommittee found this to be acceptable.

L. Conard stated that since this is a five-year program (2021-2025), there is \$17,643,730 in funding capacity, and \$3,389,031 of this funding is already committed and proposed. The committed and proposed funding includes the Manitowoc Road project and the design portions of CTH C and Libal Street. With the approval of the CTH C and Libal Street reconstruction projects that will cost an additional \$6,000,000, the MPO will be left with over \$8,000,000 for additional new projects in the 2021-2025 funding cycle.

L. Conard also noted that WisDOT and Green Bay Metro asked MPO staff to revise the TIP to add projects to the program. In 2022, WisDOT wants to begin design work on I-41 for bridge deck overlays. Green Bay Metro will be using money from the Federal Transit Administration to purchase three new buses.

The Transportation Subcommittee met on April 22, 2019 and unanimously made a recommendation to the Planning Commission for approval of the entire TIP Amendment.

L. Conard opened up the hearing for comment.

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

4. Discussion and action on the Draft Major Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

A question was asked about what happened to the Vanderperren Way project. L. Conard stated that the Vanderperren Way project is still in place for 2020 with \$927,675.

A question was asked about the Cormier Road project. L. Conard stated that the Cormier project is in place for 2019.

A question was asked why the \$689,125 was pulled. L. Conard stated the funds were pulled because the statewide fiscal year 2020 program was closed. WisDOT could not add any funds to it.

A question was asked about staggering bus purchases so that they do not all come due in the same year. L. Conard stated that Metro does this, and that ideally you want to get 3-5 new buses every other year.

A motion was made by G. Pahl and seconded by A. Linssen to approve Major Amendment #2 to the 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Motion carried unanimously.

Appendix D
Legal Notice Affidavit



PRESS-GAZETTE
media
A GANNETT COMPANY

STATE OF WISCONSIN
BROWN COUNTY

BROWN COUNTY PLANNING LEGALS

305 E WALNUT ST STE 320

GREEN BAY

WI 543015027

RECEIVED

MAY 02 2019

Brown County Planning
and Land Services

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: 0003499023
No. of Affidavits: 1
Total Ad Cost: \$79.28
Published Dates: 04/17/19, 04/24/19

(Signed)

Shelly Horvath
Legal Clerk

(Date)

4-26-19

NOTICE OF REQUEST FOR COM-
MENTS AND NOTICE OF PUBLIC
HEARING ON THE DRAFT MAJOR
AMENDMENT #2 TO THE 2019-2023
TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE GREEN BAY
URBANIZED AREA.

All interested persons are invited to com-
ment and are advised of a public hearing
on the Draft Major Amendment #2 to the
2019-2023 Transportation Improvement
Program (TIP) for the Green Bay Urban-
ized Area.

Copies of the amendment will be availa-
ble at:

Brown County Planning Commission
Room 320, Northern Building
305 E. Walnut St.
Green Bay, WI 54301

The public hearing will take place on:
Wednesday, May 1, 2019
Green Bay Metro - Transportation
Center

901 University Ave.
Green Bay, Wisconsin
54301

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

The public review and comment period
for the amendment is scheduled for April
17, 2019 - May 1, 2019.

Written comments should be mailed to:
Lisa J. Conard, Brown County Planning
Commission, P.O. Box 23600, Green Bay,
WI 54305-3600 by May 1, 2019.

Published by:
Sandy Juno
County Clerk
Run: April 27 & 28, 2019 - WNAJLP

GREEN BAY, WI 54305-3430

Signed and sworn before me

Kazoua Yang

My commission expires

11/9/22



BROWN COUNTY PLANNING LEGALS

Re: 2019-23 Amend

GANNETT
Wisconsin Media

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PHONE 920-431-8298

FAX 877-943-0443

EMAIL: legals@greenbaypressgazette.com

Appendix E

No Comments Received