

**Amendment #3
to the
2018-2022 Transportation Improvement Program
for the
Green Bay Urbanized Area**

**Brown County Planning Commission/
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area
September 2018**



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>.

RESOLUTION NO. 2018-06

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION APPROVING
MAJOR AMENDMENT #3 TO THE
2018-2022 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 #3 to the 2018-2022 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 5th day of September 2018.

BROWN COUNTY PLANNING COMMISSION



Norbert Dantine, 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. This amendment will be processed as a Major Amendment to the TIP.

Public Comment Period and Public Hearing

MPO staff conducted a 15-day public comment period, and a public hearing was held on September 5, 2018. The public participation documents can be seen in the appendices of this amendment report.

1. Additions and or Modifications to Federally-Funded Projects

The Wisconsin Department of Transportation (WisDOT) requested that the Brown County Planning Commission Board of Directors/Green Bay MPO amend the *2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* to reflect federal funding assigned to the following project.

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2019				Action
			Federal	State	Local	Total	
WisDOT 158-18-020	STH 172	DESIGN	\$424,000	\$106,000	0	\$530,000	Addition
	STH 54 to I-41	RE				0	
	Resurface	CONST				0	
	Design work only						
	1210-11-00	TOTAL	\$424,000	\$106,000	0	\$530,000	
	5.08 miles P		NHPP				

2. Surface Transportation Block Grant (STBG) Program

Over the last five months, MPO staff has been periodically informed of various plans to restructure the Surface Transportation Block Grant (STBG) Program by the WisDOT Central Office's Bureau of Local Programs and Finance. These plans and the STBG Program's status are summarized below.

Plan 1

The first plan, which was communicated to MPO staff during a statewide teleconference on April 5, 2018, would have defederalized the STBG funds and provided them to counties instead of MPOs. The STBG funds would then have been administered by county highway commissioners, and projects would have been selected by "county-led committees" instead of MPO policy boards.

Because this plan would make significant changes to the STBG Program but provided virtually no details about how it would be implemented, the plan prompted many questions from MPO staff during and after the teleconference. The WisDOT Bureau of Local Programs and Finance subsequently withdrew the plan on April 10, 2018.

Plan 2

The second plan was communicated to MPO staff during an MPO Directors meeting in Madison on May 3, 2018. This plan would continue to allow STBG-funded projects to be recommended by MPO technical advisory committees and approved by MPO policy boards. However, WisDOT Bureau of Local Programs and Finance staff stated that certain types of projects that are STBG-eligible will no longer be allowed to receive STBG funding. Instead, only projects that are "consistent with state priorities" will be allowed to receive STBG funding.

When asked what types of projects will not be allowed to receive the funding, WisDOT Bureau of Local Programs and Finance staff stated that this is currently unknown. WisDOT staff also stated that this information will be communicated to MPO staff within two or three weeks.

The next communication about this plan was sent to some of the state's MPOs at the end of June and the rest of them at the beginning of July.

According to this communication, the WisDOT Bureau of Local Programs and Finance will be providing only **four** years of STBG funding (2019-2022) instead of the typical **five** years of funding. The reason

given to the state's MPOs for withholding their 2018 STBG funding is that it is necessary due to the "program delay" that has been occurring for many months.

This means that:

- The Green Bay MPO's STBG funding for SFY 2018 (more than \$3,500,000) will be **withheld** by WisDOT instead of being available for the local projects that were approved in the fall of 2017 and included in the MPO's current (2018-2022) Transportation Improvement Program (TIP).

The local projects that are affected are:

- **Manitowoc Road** between Allouez Avenue & Kewaunee Road (Village of Bellevue project)
- **Vanderperren Way (CTH HH)** between Holmgren Way & Ashland Avenue (Brown County & Village of Ashwaubenon project)
- **Gray Street** between Reed Street & Velp Avenue (City of Green Bay project)
- **Lawrence Drive** between 500' south of Fortune Avenue & Scheuring Road – Design & Construction Elements (City of De Pere project)
- The amount of STBG funding available for the projects listed above has been **reduced** from the approved amount of \$5,281,855 **to \$1,781,122.**
- WisDOT is directing the Green Bay MPO to revise its approved STBG funding distribution plan to match the new amount of \$1,781,122. WisDOT wants this process to be completed by the first week of September.

The Federal Highway Administration (FHWA) is currently reviewing WisDOT's plan to determine if WisDOT is allowed to withhold STBG funding from the Green Bay MPO and other MPOs that serve urbanized areas with 200,000 or more people, but no determination had been made as of August 20, 2018.

As a result of the early September WisDOT deadline, the MPO staff developed the following scenarios for the redistribution of STBG funds:

Scenario #1 - Make Existing Approved Projects Whole at 80% Federal Funding

- **Manitowoc Road** between Allouez Avenue & Kewaunee Road (Village of Bellevue project)
- **Vanderperren Way (CTH HH)** between Holmgren Way & Ashland Avenue (Brown County & Village of Ashwaubenon project)
- Assign additional \$95,780 proportionally to the projects.

Scenario #2 - Fund Highest Ranked Project at 68.7%

- **Gray Street** between Reed Street & Velp Avenue (City of Green Bay project) – Fund at \$1,781,122. (On Friday, August 24, the City of Green Bay withdrew the project.)

Transportation Subcommittee and Brown County Planning Commission Board of Directors Action

The Transportation Subcommittee met on August 20 and again on August 27, 2018 and made a recommendation to the Brown County Planning Commission Board of Directors to fund Scenario #1.

On September 5, the Brown County Planning Commission Board of Directors approved Scenario #1.

Green Bay MPO WisDOT Division of Transportation Investment Management "Change Management Policy Accommodations" Estimate \$1,781,122					
WisDOT ID	Approved Project	Jurisdiction	Current SMA Amount	MPO Policy Board Approval on September 5, 2018	Total
4516-08-71	Manitowoc Rd - Allouez Av to Kewaunee Rd	V Bellevue	\$1,607,909	\$1,091,997	\$2,699,906
9266-11-03	Vanderperren Way (CTH HH) - Holmgren to Ashland	Brown County & V Ash	\$927,675	\$689,125	\$1,616,800
Total:			\$2,535,584	\$1,781,122	\$4,316,706

Fiscal Constraint Demonstration

Amendment #3 to the 2018-2022 Transportation Improvement Program for the Green Bay Urbanized Area is fiscally constrained as demonstrated below and per federal requirements.

**2018-2022 Amendment #3
Summary of Federal Funding Programmed
Fiscal Constraint Demonstration - Four Year Requirement**

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2018	2019	2020	2021	Total	2018	2019	2020	2021	Total
FHWA	STBG (MPO Allocation)	\$652,000	\$10,110,000	\$1,617,000	\$2,700,000	\$15,079,000	\$652,000	\$10,110,000	\$1,617,000	\$2,700,000	\$15,079,000
	STBG (WisDOT)	\$854,000	\$854,000	\$854,000	\$854,000	\$3,416,000	854,000	854,000	854,000	854,000	\$3,416,000
	STP Flex	457,000	0	0	0	\$457,000	457,000	0	0	0	\$457,000
	HSIP	240,000	918,000	240,000	240,000	\$1,638,000	240,000	918,000	240,000	240,000	\$1,638,000
	NHPP	26,655,000	2,189,000	560,000	604,000	\$30,008,000	26,655,000	2,189,000	560,000	604,000	\$30,008,000
	TA	350,694	0	0	0	\$350,694	350,694	0	0	0	\$350,694
	Total	\$29,208,694	\$14,071,000	\$3,271,000	\$4,398,000	\$50,948,694	\$29,208,694	\$14,071,000	\$3,271,000	\$4,398,000	\$50,948,694
FTA	Section 5307	\$2,877,000	\$0	\$0	\$0	\$2,877,000	\$2,877,000	\$0	\$0	\$0	\$2,877,000
	Section 5310	168,392	0	0	0	\$168,392	168,392	0	0	0	\$168,392
	Section 5339	997,000	0	0	0	\$997,000	997,000	0	0	0	\$997,000
	Total	\$4,042,392	\$0	\$0	\$0	\$4,042,392	\$4,042,392	\$0	\$0	\$0	\$4,042,392

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

3. Performance Measures

New Requirement for TIPs and TIP Amendments

Transportation Improvement Programs (TIPs) and TIP Amendments approved on or after May 27, 2018 must include a description of how the TIP or TIP amendment contributes to achieving approved performance targets as outlined in the FAST Act.

The Brown County Planning Commission Board of Directors established the required Safety performance targets as part of the Mid-Year Update to the 2018-2022 TIP (Major Amendment #2).

The MPO must identify Infrastructure Condition, System Performance, and Transit Asset Management targets prior to October 1 of 2018. The MPO will do so via this amendment to the *2018-2022 TIP*.

Performance Measures Requirement

Introduction

MAP-21 and the FAST Act require incorporation of Performance-Based Planning and Programming (PBPP) be used in development of MPO Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). The Metropolitan Transportation Planning Final Administrative Rule further defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance measure targets identified in the LRTP by linking investment priorities to those performance targets. The general performance categories 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
- **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

The MAP-21/FAST Act Performance Measures as established in 49 USC 625 and 23 CFR 490 are:

- Safety (referred to as Performance Measure [PM] 1)
 - 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)
 - 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 National Highway System (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)
 - 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
 - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
 - 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
- Transit
 - 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.

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).

The Wisconsin Department of Transportation (WisDOT) established statewide targets for pavement and bridge conditions on the NHS in accordance with federal law.

MPOs must establish targets for pavement and bridge conditions on the portions of the NHS within their Metropolitan Planning Areas.

MPOs must establish 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 agrees 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

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%

National Highway System (NHS) Travel and Freight Reliability

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

The Wisconsin Department of Transportation (WisDOT) established statewide targets for travel and freight movement reliability on the NHS in accordance with federal law.

The MPO must establish targets for travel and freight movement reliability on the portions of the NHS within their Metropolitan Planning Areas.

The MPO must establish 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 agrees 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

Measure	Base (2017)	2-Year Target (2019)	4-Year Target (2021)
Percent of person-miles traveled that are reliable on the interstate	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 the interstate	1.16	1.40	1.60

Transit State of Good Repair and Transit Asset Management

The U.S. Department of Transportation requires the establishment of state of good repair and transit asset management (TAM) performance targets by public transit providers that receive federal funds,

Green Bay Metro is the TAM 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 state of good repair and TAM performance targets through the development of a TAM Plan and the MPO must establish targets that are consistent with the targets identified in TAM Plans within their urbanized areas.

The Green Bay MPO agrees to plan and program projects that contribute toward the accomplishment of the state of good repair and TAM performance targets that are identified in Green Bay Metro's TAM Plan. These targets are summarized below.

Measure	Base (2018)	Target (2019)
Number of accidents per 100,000 revenue miles	TBD	0.7
On-time performance	TBD	93%
Number of vehicles out of service for 30 or more days	TBD	1
Percentage of total trips missed due to major breakdown	TBD	<5
Percentage of vehicles beyond their useful lives as defined by the Federal Transit Administration	27%	27%
Pieces of equipment beyond their useful lives as defined by the Federal Transit Administration	5	5
Condition of Green Bay Metro's Transportation Center based on the Transit Economic Requirements Model (TERM) rating system of 1 (poor) to 5 (Excellent)	4.3	3.0

Brown County Planning Commission Board of Directors Transportation Subcommittee Action

Transportation Subcommittee members were provided the draft amendment document. No comments were received.

Brown County Planning Commission Board of Directors Action

The Brown County Planning Commission Board of Directors approved the amendment on September 5, 2018.

Appendix A

Email Message Sent to Interested Parties

Dear Interested Party:

You are invited to comment and are advised of a public hearing on ***Draft Major Amendment #3 to the 2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.***

A digital version of the Draft Major Amendment #3 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 August 22, 2018 and September 5, 2018.

If you would like to submit comments, please mail or email your comments by September 5, 2018, 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:

September 5, 2018 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 #3 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 B

Minutes

BROWN COUNTY PLANNING COMMISSION

BOARD OF DIRECTORS

Wednesday, September 5, 2018

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>X</u>
Brian Brock	<u>X</u>	Dotty Juengst	<u>X</u>	Ray Suennen	<u>Exc.</u>
Norbert Dantine, Jr.	<u>X</u>	Dave Kaster	<u>X</u>	Norbert Van De Hei	<u>X</u>
Bernie Erickson	<u>X</u>	Michelle Kerr	<u>X</u>	Jason Ward	<u>X</u>
Kim Flom	<u>X</u>	Patty Kiewiz	<u>Exc</u>	Matthew Woicek	<u>X</u>
Steve Grenier	<u>X</u>	Aaron Linssen	<u>X</u>	Reed Woodward	<u>X</u>
Mark Handeland	<u>X</u>	Michael Malcheski	<u>X</u>		
Matthew Harris	<u>Abs.</u>	Austin Miloszewicz	<u>Abs.</u>		
Frederick Heitl	<u>X</u>	Gary Pahl	<u>X</u>	Br. Co. Board- Rural (Vacant)	
Phil Hilgenberg	<u>X</u>	Terry Schaeuble	<u>Abs.</u>	City of Green Bay (Vacant)	

Others Present: Chuck Lamine, Cole Runge, Lisa Conard, Devin Yoder and Kathy Meyer

5. Overview and Public Hearing: *Draft Major Amendment #3 to the 2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.*

L. Conard provided an overview of the Draft Major Amendment #3 to the 2018-2022 TIP via PowerPoint.

L. Conard stated that staff is amending the current Transportation Improvement Program from 2018-2022. The TIP is a five-year program of highway, roadway, transit, programs for seniors and persons with disabilities, as well as transportation alternatives. L. Conard stated that this amendment consists of three parts.

- a. A request from the Wisconsin Department of Transportation to add one project to the program. Design work on STH 172 to STH 54 to I-41 Resurface Design work only.
- b. Adding to the TIP the three performance measures: NHS Pavement and Bridge Condition, NHS Travel and Freight Reliability, and State of Good Repair and Transit Asset Management.
- c. Change in the Surface Transportation Block Grant Program funds that the MPO receives to spend over a 5-year program.

L. Conard stated that in the fall of 2017, WisDOT provided the MPO staff with an estimated \$5,281,855 to spend on projects. L. Conard stated that last October, these projects were added to the program.

Project	Amount
<u>New Projects</u>	
Gray – reconstruction (2021 preferred)	\$2,072,800
Lawrence Drive – design (2019 preferred)	\$227,200
Lawrence Drive – reconstruction (2022 preferred)	\$1,296,513
<u>Additional funds to existing projects</u>	
Vanderperren – reconstruction	\$653,251
Manitowoc – reconstruction	\$1,032,091
Total:	\$5,281,855

L. Conard stated that WisDOT informed MPO that the 5-year program was reduced to a 4-year program and the new estimate of funding would be \$1,781,122 – a difference of \$3,500,733.

L. Conard stated that the MPO developed some scenarios, and the scenarios were presented to the Transportation Subcommittee on August 20th and August 27th. L. Conard stated that the Transportation Subcommittee recommended approval of funding for Scenario #1.

Scenario #1

- **Manitowoc Road** between Allouez Avenue & Kewaunee Road (Village of Bellevue project).
 - Move project from the 2020 to the 2021 program.
 - Add \$1,091,997 to the project to make it whole at 80% federal funding
- **Vanderperren Way (CTH HH)** between Holmgren Way & Ashland Avenue (Brown County & Village of Ashwaubenon project)
 - Program for 2020 or 2021 and add \$689,125 to make it whole at 80% federal funding

L. Conard stated we could no longer fund Gray Street construction and the Lawrence Drive project would have to be postponed.

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.

Appendix C
Legal Notice Affidavit



STATE OF WISCONSIN
BROWN COUNTY

RECEIVED

SEP 07 2018

BROWN COUNTY PLANNING
AND LAND SERVICES

BROWN COUNTY PLANNING LEGALS

305 E WALNUT ST STE 320
GREEN BAY WI 543015027

NOTICE OF REQUEST FOR
COMMENTS AND
NOTICE OF PUBLIC HEARING
ON THE
DRAFT AMENDMENT #3 TO THE
2018-2022 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 Amendment #3 to the 2018
2022 Transportation Improvement Pro-
gram (TIP) for the Green Bay Urbanized
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, September 5, 2018
Green Bay Metro -
Transportation Center
901 University Ave.
Green Bay, Wisconsin
6:30 p.m.
Unless otherwise noticed, this completes
the final program of projects.
The public review and comment period
for the amendment is scheduled for Au-
gust 22 through September 5, 2018.
Written comments should be mailed to
Lisa J. Conard, Brown County Planning
Commission, PO Box 23600, Green Bay,
WI 54305-3600 by September 5, 2018.
Published by
Sandy Juno
County Clerk
Run: August 22, 29, 2018 WNAXLP

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: 0003107017
No. of Affidavits: 1
Total Ad Cost: \$78.50
Published Dates: 08/22/18, 08/29/18

(Signed) *San Beaton* (Date) 8/31/18
Legal Clerk



Signed and sworn before me

Vicky Felty

My commission expires

9/19/21

BROWN COUNTY PLANNING LEGALS

Re: Sept. 5th

Appendix D
Comments Received

No comments were received.