

**Major Amendment #2  
to the  
2021-2024 Transportation Improvement Program  
for the  
Green Bay Urbanized Area**



**Brown County Planning Commission/  
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area  
April 2021**



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. Webster Avenue under construction in 2019 and open for traffic in 2020. The Brown County Planning Commission Board of Directors (MPO Policy Board) approved use of Federal Surface Transportation Block Grant (STBG) Program funds for the project. Local funds are provided by the City of Green Bay.

**RESOLUTION NO. 2021-02**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
BROWN COUNTY PLANNING COMMISSION APPROVING  
MAJOR AMENDMENT #2 TO THE  
2021-2024 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

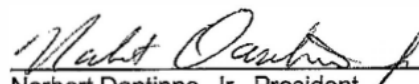
**WHEREAS**, the BCPC Board of Directors is the Green Bay MPO's policy board; and

**THEREFORE, BE IT RESOLVED**, that the BCPC Board of Directors approves Major Amendment #2 to the 2021-2024 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 7<sup>th</sup> day of April 2021.

BROWN COUNTY PLANNING COMMISSION

  
Norbert Dantine, Jr., President

ATTEST:

  
Cole Runge, Planning Director/MPO Director

## **Amendment Requirement**

The Metropolitan Planning Organization (MPO) is required to issue an amendment to the *Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* when any 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.

## **Additions and/or Modifications of Federally Funded Projects**

### Wisconsin Department of Transportation (WisDOT)

WisDOT staff has requested that the Brown County Planning Commission Board of Directors amend the *2021-2024 TIP* to reflect the addition of design work for the I-41 Expansion Project.

The project includes design work for the reconstruction of 23 miles of I-41 from Scheuring Road in De Pere to STH 96 in Appleton in Brown and Outagamie Counties. The project will expand the number of through lanes into the median and will include work at 10 interchanges and 15 grade separation locations.

The design work is scheduled for 2021 and 2022 at an estimated cost of \$4,200,000. Reconstruction has not been scheduled but is expected to occur no sooner than 2024.

## I-41 Project Overview

WisDOT has created a project webpage which can be found at: <https://wisconsindot.gov/Pages/projects/by-region/ne/i41/default.aspx>

### Project Justification

## NEED FOR IMPROVEMENTS

I-41 is a critical backbone route in Wisconsin's Connections 2030 State Highway Plan and part of the National Highway System. Backbone routes are critical to travel patterns and support the state's economy. I-41 is a major passenger and freight route connecting Neenah, Menasha, Appleton and Oshkosh to Fond du Lac and Milwaukee to the south and Green Bay to the north. The corridor provides access to major manufacturing areas, an international airport, educational institutions and universities, regional shopping centers, entertainment districts, and hospitals.

Today, the 23-mile segment of I-41 between WIS 96 and County F is congested and has multiple geometric and operational deficiencies. In addition, the infrastructure is reaching the end of its useful life and needs replacing. Several factors influence the need for the project and the type of improvements to consider for the freeway:

- **Congestion:** This segment of I-41 is currently experiencing congestion, especially during weekday a.m. and p.m. peak travel times.
- **Safety:** Portions of this segment of I-41 have a crash rate higher than the statewide average for similar roadways. Frequent crashes in the corridor create congestion and unexpected delays. These unexpected delays increase travel times through the corridor and decrease the travel time reliability of both I-41 and the local roadway system.
- **Roadway Conditions:** Much of the original pavement was built in the 1960s and although pavement maintenance continues, the pavement has reached the end of its useful life.
- **Bridges and Geometrics:** Numerous deficiencies exist within the corridor, including substandard bridge clearance, vertical and horizontal curves, ramp design, interchange spacing, and shoulder widths.

I-41 Project Location Map



**Additional Project**  
**(dollars shown in \$1,000s)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2021				Jan - Dec 2022				For Information Only 2024 & Beyond			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-41	DESIGN	560	140	0	700	2,800	700	0	3,500	Reconstruction scheduled 2024+  WisDOT to Determine Costs			
	Brown and Outagamie Counties	RE				0				0				
	Expansion of I-41	CONST				0				0				
	1130-63-01, 71													
158-21-015 (Design)		TOTAL	560	140	0	700	2,800	700	0	3,500				
Construction Illustrative	23.6 miles E		NHPP				NHPP							

## **Fiscal Constraint Demonstration**

With the addition of the I-41 Expansion design project, the *2021-2024 Transportation Improvement Program for the Green Bay Urbanized Area* remains fiscally constrained as demonstrated below and per federal requirements. The fiscal constraint demonstration includes all federally funded transportation projects contained in the 2021-2024 TIP and all subsequent amendments.

### Fiscal Constraint Demonstration

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2021	2022	2023	2024	Total	2021	2022	2023	2024	Total
FHWA	STBG (MPO Allocation)	\$4,824,000	\$3,104,000	\$0	\$5,271,000	\$13,199,000	\$4,824,000	\$3,104,000	\$0	\$5,271,000	\$13,199,000
	BUILD	\$1,040,000	\$0	\$1,024,000	\$0	\$2,064,000	\$1,040,000	\$0	\$1,024,000	\$0	\$2,064,000
	STBG (WisDOT)	\$854,000	\$854,000	\$854,000	\$854,000	\$3,416,000	\$854,000	\$854,000	\$854,000	\$854,000	\$3,416,000
	HSIP	\$340,000	\$1,295,000	\$564,000	\$240,000	\$2,439,000	\$340,000	\$1,295,000	\$564,000	\$240,000	\$2,439,000
	NHPP	\$1,152,000	\$3,360,000	\$24,824,000	\$3,186,000	\$32,522,000	\$1,152,000	\$3,360,000	\$24,824,000	\$3,186,000	\$32,522,000
	TA - STBG Set-Aside	\$0	\$947,000	\$0	\$0	\$947,000	\$0	\$947,000	\$0	\$0	\$947,000
	Total	\$8,210,000	\$9,560,000	\$27,266,000	\$9,551,000	\$54,587,000	\$8,210,000	\$9,560,000	\$27,266,000	\$9,551,000	\$54,587,000
FTA	Section 5307	\$2,308,000	\$0	\$0	\$0	\$2,308,000	\$2,308,000	\$0	\$0	\$0	\$2,308,000
	Section 5310	\$178,000	\$128,000	\$0	\$0	\$306,000	\$178,000	\$128,000	\$0	\$0	\$306,000
	Section 5339	\$440,000	\$0	\$0	\$0	\$440,000	\$440,000	\$0	\$0	\$0	\$440,000
	Total	\$2,926,000	\$128,000	\$0	\$0	\$3,054,000	\$2,926,000	\$128,000	\$0	\$0	\$3,054,000

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



### **Public Comment Period and Public Hearing**

MPO staff conducted a 15-day public comment period, and a public hearing was held on March 10, 2021. The public participation documents can be seen in the appendices of this amendment report.

### **Brown County Planning Commission Board of Directors Transportation Subcommittee**

The Transportation Subcommittee was provided the draft amendment and no comments were received.

### **Brown County Planning Commission Board of Directors Action**

The Brown County Planning Commission Board of Directors approved the amendment on April 7, 2021 by a vote of 21-0.

## 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 #2 to the 2021-2024 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](#)

The public review period and comment period will occur between February 24, 2021 and March 10, 2021.

If you would like to submit comments, please mail or email your comments by March 10, 2021, to:

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

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

A public hearing will take place on:

Wednesday, March 10, 2021  
Northern Building  
305 E. Walnut ST  
Room 391  
4:30 p.m.

The public is strongly encouraged to participate remotely. The public may participate in one of three ways:

1. Browse to this web address on a computer or smartphone: [www.browncountywi.gov/PublicHearing](http://www.browncountywi.gov/PublicHearing) Enter event number 185 049 0103 (for audio and video). The Event Password should be filled in, but if needed, enter 4444.
2. Call 1-415-655-0003, enter event number, press #185 049 0103 (for audio only). Then when asked for Attendee ID, press # again.
3. The public is invited to participate in person, but reservations are recommended. Contact [Lisa.Conard@BrownCountyWi.gov](mailto:Lisa.Conard@BrownCountyWi.gov) or by phone at (920) 448-6489. Face Masks are required, and strict social distancing will be enforced.

Thank you for your interest in the Green Bay MPO.

Sincerely,

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

**Appendix B**  
**Minutes**  
**Public Hearing**  
**Major Amendment #2 to the**  
**2021-2024 Transportation Improvement Program (TIP)**  
**for the Green Bay Urbanized Area**  
**by the**  
**Brown County Planning Commission**  
  
**Wednesday, March 10, 2021**  
**Northern Building**  
**305 E. Walnut St**  
**Room 391**  
**4:30 p.m.**

**Attendees:** Chris Garcia, Bay-Lake Regional Planning Commission and BCPC Transportation Subcommittee member.

**Brown County Planning Commission Staff:** Lisa J. Conard and Karl Mueller

L. Conard opened the hearing at 4:30.

L. Conard provided a review of the I-41 design project proposed to be included in the Transportation Improvement Program.

C. Garcia noted was in attendance to view the presentation but had no formal comments.

L. Conard noted that the Brown County Planning Commission Board of Directors is scheduled to take action on the amendment on April 7.

The meeting was adjourned at 4:43 p.m.

Please note that due to COVID-19, both an in-person and virtual option were made available to the public.

# Appendix C

## Legal Notice Affidavit



**PRESS-GAZETTE**  
media  
A GANNETT COMPANY

RECEIVED

MAR 09 2021

Brown County Planning  
and Land Services

**STATE OF WISCONSIN  
BROWN COUNTY**

**BROWN COUNTY PLANNING LEGALS**

305 E WALNUT ST STE 320

GREEN BAY WI 543015027

Being duly sworn, doth depose and say that she/he is an  
authorized representative of the Green Bay Press Gazette, a  
newspaper published in Green Bay, Wisconsin, and that an  
advertisement of which the annexed is a true copy, taken from  
said paper, which was published therein on:

Account Number: GWM-284368  
Order Number: 0004613785  
Total Ad Cost: \$112.43  
Published Dates: 02/24/2021, 03/03/2021

Legal Clerk

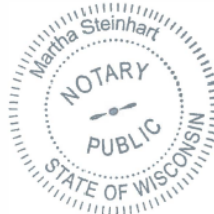
State of Wisconsin  
County of Brown  
Subscribed and sworn to before on March 3, 2021

*Martha Steinhart*

Notary Public State of Wisconsin, County of Brown

*10.13.24*  
My Commission Expires

# of Affidavits 1  
This is not an invoice



NOTICE OF REQUEST FOR  
COMMENTS AND  
NOTICE OF PUBLIC HEARING ON  
THE  
DRAFT MAJOR AMENDMENT #2 TO  
THE  
2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM  
FOR THE GREEN BAY URBANIZED  
AREA

All interested persons are invited to com-  
ment and are advised of a public hearing  
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2021-2024 Transportation Improvement  
Program (TIP) for the Green Bay Urban-  
ized Area.

An electronic copy of the amendment  
may be requested by contacting Brown  
County Planning Commission staff at Lisa  
Conard@BrownCountyWI.gov or 448-  
6489.

The public hearing will take place on:  
Wednesday, March 10, 2021  
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The public is strongly encouraged to par-  
ticipate remotely. The public may partic-  
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1. Browse to this web address on a com-  
puter or smartphone: [www.browncountywi.gov/PublicHearing](http://www.browncountywi.gov/PublicHearing) Enter event num-  
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3. The public is invited to participate in  
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ountyWI.gov or by phone at (920) 448-  
6489. Face Masks are required, and  
strict social distancing will be enforced.

The public review and comment period  
for the amendment is scheduled for Feb-  
ruary 24, 2021 – March 10, 2021.

To submit written comments, please  
contact Lisa J. Conard, Brown County  
Planning Commission, PO Box 23600,  
Green Bay, WI 54305-3600 by March 10,  
2021.

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

Published by  
Patrick Moynihan  
County Clerk

Run: Feb. 24, Mar. 3, 2021 WNAXLP

BROWN COUNTY PLANNING LEGALS  
Re: Amend 2021-2024

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

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FAX 877-943-0443  
EMAIL [legals@greenbaypressgazette.com](mailto:legals@greenbaypressgazette.com)

## Appendix D

### Comments Received

All comments received have been forwarded to the project sponsor, the Wisconsin Department of Transportation.

Comment received via email from Valarie Hutchison, 812 Debry Lane, Allouez

Lisa

Help me here. I see that you're stating that you're in compliance with all the various and sundry protections for people and their civil rights. But explain to me how spending over 4 million dollars on widening 41 is related to protection for Older Americans and Americans with disabilities, etc? Their equal right to pursue happiness, as an example?

I've lived at 812 Derby Lane, 54301, I own my home.

I'm puzzled by things like this: the corner of Derby Lane and Monroe was rebuilt in the recent past and there was, what seemed like, a lot of back-patting because now that corner is "*wheelchair accessible*"! But, accessible to what? If they live east, west, or south of it, how will they get to that concrete island and where will they go from there? They'll be endangering themselves in the gutter or they won't go out at all. There are many, many people who are less than 100% mobile and because of discrimination in the allocation of funds, and lack of planning with their rights in mind that are trapped in their homes. I won't bore you with statistics of how much more physically and mentally healthy people are when they can get out and walk or push or ride on sidewalks in their neighborhood.

Is that corner being used as proof of compliance for the Americans with Disabilities Act?

You know that Derby Lane was singled out in the 2013 Webster Corridor Report as being the one street in Allouez that's both busy and also dangerous. The independent company who wrote the report advised making the street safe for pedestrians and bikes. Our Robinson Hill Neighborhood Association has brought the issue to the attention of the village board and various committees on multiple occasions over the 8 years I've lived here. There's been no positive action from any source. We're forced to walk in the street while dodging traffic to access shopping, trails and other friends and neighbors. Try to imagine how much worse it is in winter when snow and ice along both berms push you further into traffic. Most people with mobility issues just stay in their homes, trapped. Physically and mentally less than they could be...It's a health issue, civil rights issue etc.

It's important.

Thank you,  
Valarie Hutchison

# Appendix E

## Self-Certification Summary

The BCPC Board of Directors (as the MPO's policy board) is charged with implementing the metropolitan planning process in accordance with applicable requirements of federal transportation legislation, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal money must categorically adhere to the requirements as listed in the MPO's adoption/self-certification resolution.

With the approval of the Self-Certification, the policy board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services.

The 10 requirements for self-certification are summarized below.

**(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.** These citations summarize the metropolitan planning requirements. This MPO is currently certified and has an approved Transportation Improvement Program, Long-Range Transportation Plan, Transportation Planning Work Program, and Public Participation Plan. This MPO also has the required interagency agreements, approved metropolitan area boundaries, and annual listings of obligated projects.

**Green Bay MPO Compliance:** The MPO complies with this requirement because it currently has an approved TIP, Long-Range Transportation Plan, Transportation Planning Work Program, and Public Participation Plan. The MPO also has all its required agreements, approved boundaries, and listings of obligated projects.

**(2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93.** State and local transportation officials take part in the 3C planning process to determine which planning elements will be implemented to improve air quality.

**Green Bay MPO Compliance:** This requirement does not currently apply to the Green Bay MPO because it is not within a non-attainment or maintenance area.

**(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.** Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally-assisted programs on the grounds of race, color, or national origin.

**Green Bay MPO Compliance:** The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on June 3, 2020.

**(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.**

**Green Bay MPO Compliance:** The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on June 3, 2020. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

**(5) Section 1101(b) of the FAST Act (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**  
[wisconsindot.gov](http://wisconsindot.gov)  
Telephone: (608) 266-1114  
FAX: (608) 266-9912  
Email: [sec.exec@dot.wi.gov](mailto:sec.exec@dot.wi.gov)

April 26, 2021

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

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

Dear Mr. Fulkerson and Ms. Brookins:

Under the authority delegated to me by Governor Tony Evers, I am hereby approving the Brown County Planning Commission's amendment to the 2021-2024 Transportation Improvement Program (TIP) for the Green Bay urbanized area. The amendment was approved and adopted by the Brown County Planning Commission on April 7, 2021. We will reflect by reference the 2021-2024 federal aid projects covered by this approval in our 2021-2024 Statewide Transportation Improvement Program (STIP).

Copies of the TIP Amendment 2 and Resolution Number 2021-02 for the Brown County Planning Commission are enclosed. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the MPO regional transportation system plan.

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

The TIP Amendment will be effective upon your approval of WisDOT's 2021 – 2024 STIP.

Sincerely,

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

Craig M. Thompson  
Secretary

cc: Cole Runge, MPO Director  
Mary Forlenza, FHWA  
Mitch Batuzich, FHWA  
William Wheeler, FTA  
Brian Brock, WisDOT Northeast Region  
Charles Wade, WisDOT Bureau of Planning and Economic Development