

2016-2020 Transportation Improvement Program for the Green Bay Urbanized Area



Brown County Planning Commission
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area
October 2015



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration



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Cover: Under Construction. I 41 and STH 29 Interchange Flyover Ramps (Courtesy of WisDOT).

RESOLUTION NO. 2015-08

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION
APPROVING THE 2016-2020 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 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141) 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; and

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 the 2016-2020 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 MAP-21 and that the BCPC certifies that the urban transportation planning process certification requirements of 23 CFR 450.114 (c) are satisfied.

Dated at Green Bay, Wisconsin, this 7th day of October 2015.

BROWN COUNTY PLANNING COMMISSION



Norbert Dantine, Jr., President

ATTEST:



Chuck Lamine, AICP, Planning Director

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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 2016 – 2019. Projects programmed in calendar year 2020 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 of 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 Program (TAP) and all other federally funded transportation related projects were also obtained.

The Transportation Subcommittee of the Brown County Planning Commission (serving as the MPO Technical Committee) reviewed and made a recommendation for approval of the 2016-2020 TIP to the Brown County Planning Commission Board of Directors on September 14, 2015. The Board of Directors (the MPO Policy Board) approved the TIP on October 7, 2015. Roadway, transit, seniors and individuals with disabilities, and transportation alternatives 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

Moving Ahead for Progress in the 21st Century (MAP-21) established five core programs that the FHWA administers, with the majority of 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 Program (STP). The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The Surface Transportation Program-Urban (STP-U) portion of the fund makes an annual dollar allocation to the Green Bay Urbanized Area. Project choice under the STP-U program is left to local discretion. Projects receiving STP dollars may be funded at a federal level between 50 and 80 percent. The remaining funds are provided locally. The Brown County Planning Commission, in cooperation with WisDOT, has established a prioritization process for projects eligible for STP-U funds. The next funding opportunity will occur in conjunction with this TIP, and projects that are approved during this TIP development cycle will be added to the MPO's 2016-2020 program.

The MPO's estimated five-year STP funding allocation for the 2016-2020 program is \$17,643,730, but approximately \$15,433,000 (including select WisDOT fees which do not count against the program) of this five-year allocation is already allocated to projects that were approved during previous TIP cycles. The total amount of STP funding that is available for new projects during the 2016-2020 period is approximately \$3,372,879.

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. 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. 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 Program (TAP). TAP provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The new TAP includes Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs. WisDOT is anticipating TAP will be scheduled on an every other year basis with the next application cycle beginning in the late fall of 2015 and concluding in the spring of 2016. The Green Bay Urbanized Area's two-year TAP allocation for the next application cycle has not been determined.

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. In the Green Bay Urbanized Area, Green Bay Metro, the public transportation operator, is the direct recipient. For calendar year 2015, Green Bay Metro is anticipating approximately \$2.2 million in Section 5307 funds, or 26.2 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.
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.

Green Bay Metro is the official Designated Recipient (DR) of Section 5310 funds for the Green Bay Urbanized Area and receives funds to administer the program. The Brown County Planning Commission Board of Directors (MPO Policy Board) has project approval authority as stated in the *Recipient Coordination and Management Plan for the Green Bay Urbanized Area's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program* that was approved by the MPO, Green Bay Transit Commission, WisDOT, and FTA.

Funding is in the form of a direct allocation to the Green Bay Urbanized Area. The allocation for 2016 has been set at \$163,000.

Projects approved in 2016 include two new accessible vehicles for Curative Connections' specialized transportation service and an accessible van for Disabled American Veterans.

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, transit systems 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 MAP-21 (The following text has been included in the TIP at the request of Federal Highway Administration)

MAP-21 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. See Section F for Expedited Project Selection Procedures.
- 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, except that WisDOT must seek MPO staff approval to use Entitlement or Allocated STP funds and CMAQ funds for projects not identified for that source of funding in the TIP.
- 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. 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.

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, and FHWA/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

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 and FHWA/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.

Major Amendment A major amendment must be approved by the MPO policy board and the Governor, and submitted to WisDOT and FHWA/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
2016-2020 PROJECTS

A. ROADWAY AND NON-ROADWAY IMPROVEMENT PROJECTS

The 2016-2020 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 in which they are scheduled to occur. WisDOT programming procedures call for the use of a fiscal year calendar of July 1-June 30. For example, a WisDOT-assigned project let date (the date the contract is awarded) of November 2015 will appear in the TIP as a Calendar Year 2016 project. Capital projects are listed in the calendar year within which the capital items will be acquired.

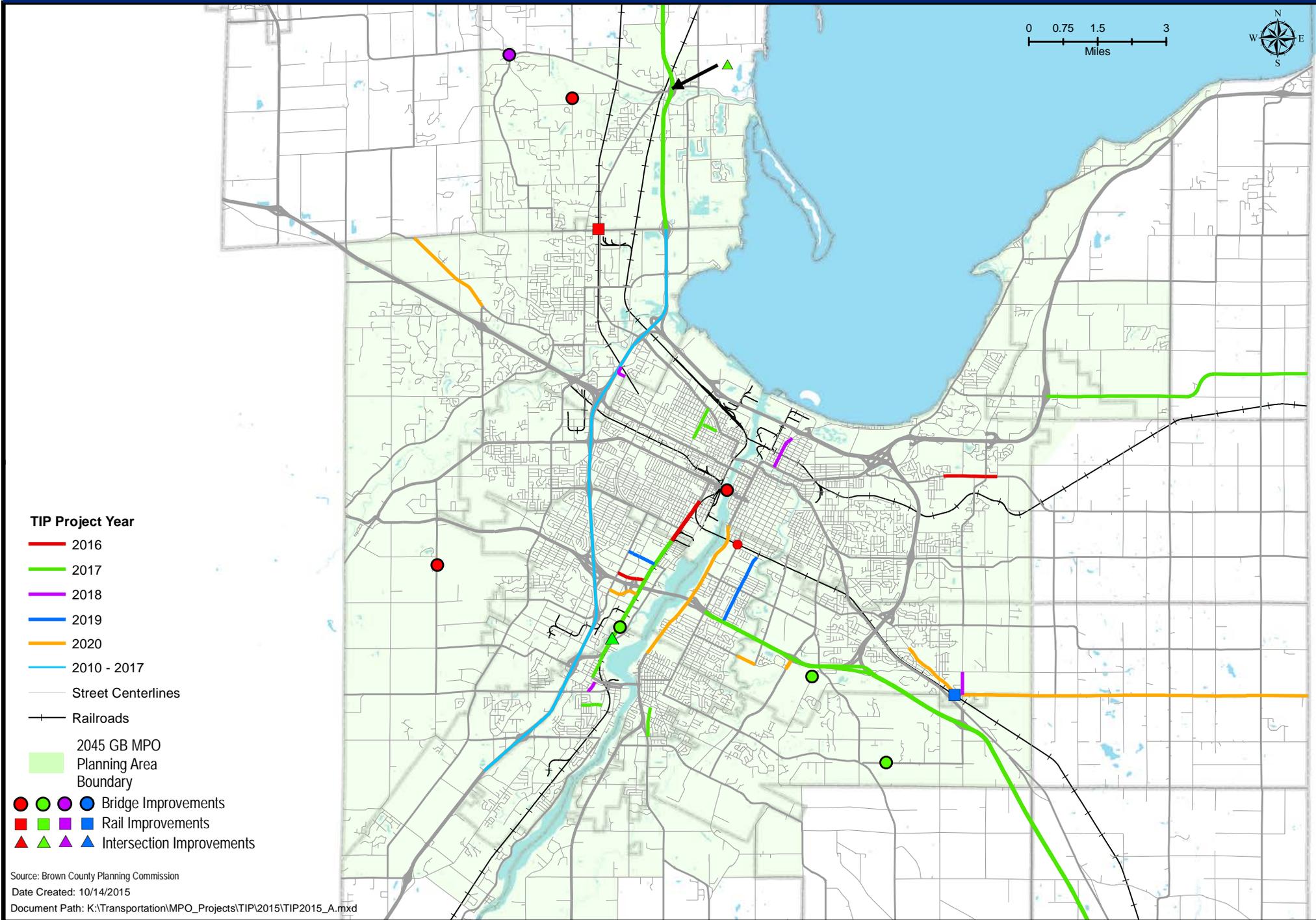
A project location map, Figure A, shows the approved roadway project locations within the Green Bay Metropolitan Area. Figure A also includes the 2045 Green Bay Metropolitan Planning Area Boundary. All right-of-way, preliminary engineering, landscaping, deck overlays, sign refurbishment, and painting projects are not shown on the map. All roadway 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 area 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 year, 2020. 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 the former National Highway System, Bridge Rehabilitation, Bridge Replacement, and Interstate Maintenance Programs)
STP	Surface Transportation Program
STP-U	Surface Transportation Program – Urban
STP-Off System Bridge	Surface Transportation Program - Off System Bridge
STP-Flex	Surface Transportation Program – Flexible
TAP	Transportation Alternatives Program (includes the former Transportation Enhancements and Safe Routes to School Programs)
HSIP	Highway Safety Improvement Program
HSIP-Rail	Highway Safety Improvement Program - Railway-Highway Crossings Program
Section 5307	Urbanized Area Formula Grants Program and portion of former Job Access and Reverse Commute
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities (combination of the former Section 5310 Elderly and Persons with Disabilities Program and Section 5317 New Freedom Program)
Section 5311	Rural Transit Assistance Program & portion of former Section 5316 Job Access and Reverse Commute
Section 5339	Bus and Bus Facilities Program (formerly 5309 Capital Program)



Figure A
2016-2020 Project Locations
Green Bay Metropolitan Planning Area



**Table II-1
STP-U Eligible Project Listing
(\$1,000)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020						
			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 STH 172 to Kalb St Resurface with bike lanes & some sidewalk	DESIGN RE CONST	397	0	99	496				0				0			0	2,624	0	656	3,280	0	0	0	0
		TOTAL	397	0	99	496	0	0	0	0	0	0	0	0	0	0	0	2,624	0	656	3,280	0	0	0	0
Illustrative only	1.60 miles P		STP Urban-Not Approved								STP Urban-Not Approved														
Village of Ashwaubenon	Cornier Road Ashland Av to Oneida St Reconstruct with sidewalk & wide outside lane 9266-11-01	DESIGN RE CONST				0				0				0			0	2,041	0	1,481	3,522				0
158-14-008 (2019)	0.65 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,041	0	1,481	3,522	0	0	0	0
			STP Urban-Approved								STP Urban-Approved														
Village of Bellevue	Manitowoc Road Allouez Avenue to Kewaunee Rd (STH 29) Rehabilitation with bike lanes & sidewalk	DESIGN RE CONST				0	370	0	92	462				0			0					1,157	0	878	2,035
158-16-016 (2017 & 2020)	1.45 miles P	TOTAL	0	0	0	0	370	0	192	562	0	0	0	0	0	0	0	0	0	0	0	1,157	0	878	2,035
			STP Urban-Approved								STP Urban-Approved														
Village of Howard	Vincent Road Memorial Drive to N Taylor Street Reconstruct to urban section w bike lanes & sidewalk 9269-00-12	DESIGN RE CONST				0				0				656	0	164	820								0
158-14-003 (2018)	0.30 miles E	TOTAL	0	0	0	0	0	0	0	0	656	0	164	820	0	0	0	0	0	0	0	0	0	0	0
			STP Urban-Approved								STP Urban-Approved														

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	- Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020																							
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total																				
City of De Pere	Erie Street O'Keefe Rd to Virginia Dr Mill & Resurface (design complete) sidewalk exists 4985-00-54 0.62 miles P	DESIGN RE CONST TOTAL				0				0				0				0				0				0				0				0				0				0
158-14-005 (2017)			0	0	0	0	326	0	82	408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of De Pere	Helena Street Sixth to Suburban Mill & Resurface (design complete) sidewalk exists 4985-00-58 0.55 miles P	DESIGN RE CONST TOTAL				0				0				0				0				0				0				0				0				0				0
158-14-006 (2017)			0	0	0	0	309	0	77	386	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of De Pere	Allard Street Grant Street to Reid Street Mill & Resurface (design complete) 4985-00-52 0.25 miles P	DESIGN RE CONST TOTAL				0				0				0	238	0	59	297				0				0				0				0				0				0
158-11-001 (2018)			0	0	0	0	0	0	0	0	238	0	59	297	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Bay Metro	Two 40' buses in 2016 Two 35' buses in 2017 Replacement buses 4985-00-52 0.00 miles P	EQUIP	495	0	375	870	688	0	172	860				0				0				0				0				0				0				0				0
158-16-017 (2016)			495	0	375	870	688	0	172	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of Green Bay	Gray Street Dousman St to Velp Av Reconstruction of urban section w existing sidewalk & shared outside lane 4987-02-59 0.86 miles P	DESIGN RE CONST TOTAL				0				0				0				0				0				0				0				0				0				0
158-11-005 (2017)			0	0	0	0	1,828	0	457	2,285	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020							
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total				
Brown County Village of Bellevue (50%/50%) 158-16--018 (2017 & 20)	CTH GV (Monroe Rd) Hoffman Rd to STH 172 Reconstruct with bicycle lanes & sidewalks	DESIGN				0	216	0	54	270				0				0				0				0
		RE				0				0				0	0	0	50	50				0	1,136	0	862	1,998
		CONST				0				0				0				0				0				0
		TOTAL				0	216	0	54	270	0	0	0	0	0	0	50	50				0	1,136	0	862	1,998
	0.66 miles P					STP Urban-Approved								Local funds				STP Urban-Approved								
Brown County Village of Bellevue (50%/50%) Illustrative Only	CTH XX (Hoffman Rd) East River Bridge to CTH XX (Bellevue) Reconstruct with bicycle lanes & sidewalks	DESIGN				0	198	0	50	248				0				0				0				0
		RE				0				0				0	0	0	50	50				0	1,465	0	366	1,832
		CONST				0				0				0				0				0				0
		TOTAL				0	198	0	50	248	0	0	0	0	0	0	50	50				0	1,465	0	366	1,832
	0.50 miles P					STP Urban-Not Approved								Local funds				STP Urban-Not Approved								
Brown County V. of Ashwaubenon (50%/50%) Illustrative Only	CTH HH (Vanderperren Wy) CTH AAA (Oneida) to STH 32 (Ashland) Reconstruct with bicycle lanes & sidewalks	DESIGN				0	266	0	67	333				0				0				0				0
		RE				0				0				0				0				0	1,971	0	493	2,464
		CONST				0				0				0				0				0				0
		TOTAL				0	266	0	67	333	0	0	0	0	0	0	0	0				0	1,971	0	493	2,464
	0.62 miles P					STP Urban-Not Approved								Local funds				STP Urban-Not Approved								
Brown County Village of Howard (50%/50%) Illustrative Only	CTH C (Shawano Av) CTH FF to Glendale Ave (west intersection) Reconstruct with bicycle lanes & sidewalks	DESIGN				0	671	0	168	838				0				0				0				0
		RE				0				0				0	0	0	200	200				0	6,091	0	1,523	7,614
		CONST				0				0				0				0				0				0
		TOTAL				0	671	0	168	838	0	0	0	0	0	0	200	200				0	6,091	0	1,523	7,614
	2.54 miles P					STP Urban-Not Approved								Local funds				STP Urban-Not Approved								

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total												
WisDOT 158-11-006 (2016) 158-13-001 (2017) 158-15-009 (2018) 158-16-001 (2019)	Grouped Projects Safety 0.00 miles P	DESIGN RE CONST TOTAL	16 80 96	4 20 24	0 0 0	20 100 120	16 80 96	4 20 24	0 0 0	20 100 120												
WisDOT 158-11-007 (2016) 158-13-002 (2017) 158-15-010 (2018) 158-16-002 (2019)	Grouped Projects Rail/Highway crossing improvements 0.00 miles P	DESIGN RE CONST TOTAL STP				0 0 80 80				0 0 80 80												
WisDOT 158-11-008 (2016) 158-13-003 (2017) 158-15-011 (2018) 158-16-003 (2019)	Grouped Projects Rail crossing protective devices 0.00 miles P	DESIGN RE CONST TOTAL STP				0 0 144 144				0 0 144 144												
WisDOT 158-11-009 (2016) 158-13-004 (2017) 158-15-012 (2018) 158-16-004 (2019)	Grouped Projects Enhancements 0.00 miles P	DESIGN RE CONST TOTAL STP				0 0 120 140				0 0 120 140												
WisDOT 158-11-010 (2016) 158-13-005 (2017) 158-15-013 (2018) 158-16-005 (2019)	Grouped Projects Preventative Maintenance projects Interstate Highway System 0.00 miles P	DESIGN RE CONST TOTAL NHPP				0 0 160 160				0 0 160 160												

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	I-41 Expansion Project Summary		The I-41 project covers 14 miles in Brown County. Work began in 2010 and the project will be completed in 2017. The total project cost is \$763,039,333. Funding sources include: NHPP \$192,178,121, State \$569,100,186, and local \$1,761,026. WisDOT will complete the following segments in 2016 and 2017:																			
WisDOT	I-41 Glory Rd to Morris Av Expansion with bridge	DESIGN RE CONST	167	42	0	209																
158-13-016 (2016)	1133-09-00, 21-22, 40-41, 71-84, 90, 91 3.03 miles E	TOTAL NHPP	167	42	0	209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	I-41 Green Bay to Oconto Lineville Rd to Norfield Rd Resurface	DESIGN RE CONST				0	10,811	2,703		13,514												
158-11-025 (2017)	1130-32-00, 71 4.98 miles P	TOTAL NHPP	0	0	0	0	10,811	2,703	0	13,514	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	I-41 Green Bay to Oconto CTH B Interchange Operational Improvements	DESIGN RE CONST				0	2,009	502	18	2,529												
158-13-019 (2017)	1150-54-71 0.00 miles P	TOTAL NHPP	0	0	0	0	2,009	502	18	2,529	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total												
WisDOT	STH 32 (Ashland Avenue) Intersection at Parkview Road Safety Improvement	DESIGN RE CONST				0			0				0			0						0
158-16-012 (2017)	4190-16-73 0.20 miles P	TOTAL	0	0	0	0	1,120	124	0	1,244				0			0					0
							HSIP															
WisDOT	STH 32 (Ashland Avenue) 8th St to Potts Av Resurfacing	DESIGN RE CONST				0			0				0			0						0
158-09-087 (2016)	4190-16-71 2.31 miles P	TOTAL	4,224	1,056	0	5,280							0	0	0	0						0
							STP															
WisDOT	STH 32 (Ashland Avenue) 8th St to Potts Av Replacement of existing structures	DESIGN RE CONST				0			0				0			0						0
158-07-029 (2016)	4190-16-72 2.31 miles P	TOTAL	1,472	368	0	1,840							0	0	0	0						0
							NHPP															
WisDOT	STH 32 (Ashland Avenue) De Pere to Green Bay Canadian National RR Crossing	DESIGN RE CONST				0			0				0			0						0
158-09-086 (2016)	4190-16-50-56 0.09 miles P	TOTAL	455	107	7	569							0	0	0	0						0
							NHPP															
WisDOT	STH 32 (8th Street) Main Av to Ashland Av Reconstruct	DESIGN RE CONST				0			0				0			0						0
158-13-011 (2016)	4085-42-71 0.45 miles P	TOTAL	1,608	402	173	2,183							0	0	0	0						0
							STP															

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020							
			Federal	State	Local	Total	Federal	State	Local	Total																
WisDOT	STH 32 (Main Avenue) City of De Pere 3rd St to 8th St Reconstruction	DESIGN RE CONST	Work on hold				0				0				0				0				Not anticipated until 2021+			
158-10-032 158-16-013 (2021+)	4085-32-71 0.82 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WisDOT	STH 54 - Green Bay to Luxemburg STH 54/57 Interchange - ECL Construction	DESIGN RE CONST	0				0				0				0				0							
158-11-023 (2017)	9210-13-71 6.06 miles P	TOTAL	3,036	759	0	3,795	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WisDOT	STH 57 (Riverside Dr) North Allouez limits to South Allouez limits Reconstruction	DESIGN RE CONST	0				0				0				0				0							
Project delayed. 158-09-801 (2020+)	4085-38-00, 21, 71 2.89 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WisDOT	STH 57 (Broadway) Randall Av to North De Pere limits Reconstruction	DESIGN RE CONST	0				0				0				0				0							
Project delayed. 158-09-802 (2020+)	4085-39-00, 71 0.46 miles P	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total												
WisDOT	STH 172 Webster Ave - I-43 Construction/Miscellaneous Median Cable Guard 1210-12-71	DESIGN RE CONST TOTAL				0				0				0				0				0
158-16-014 (2017)	1.85 miles P		0	0	0	0	648	72	0	720	648	72	0	720	0	0	0	0	0	0	0	0
WisDOT (Note: Work will begin in 2015 and continue into 2016.)	CTH GE Village of Hobart Dutchman's Creek Bridge Reconstruction (design completed) 9265-07-00, 71	DESIGN RE CONST TOTAL				0				0				0				0				0
158-11-033 (2016)	0.0 miles P		292	0	73	365	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	CTH M (Lineville Rd) near Velp Av Rail Crossing Improvement 1009-93-62	DESIGN RE CONST TOTAL				0				0				0				0				0
158-14-013 (2016)	0.00 miles P		131	71	0	202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT (Note: Work may begin in 2015 and continue into 2016.)	CTH X Wisconsin Central Ltd. RR Railroad Bridge Replacement (design completed) 4607-09-00, 71	DESIGN RE CONST TOTAL				0				0				0				0				0
158-11-031 (2016)	0.00 miles P		1,040	0	260	1,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	St Pat's Drive Suamico River Bridge Reconstruction (design completed) 9267-03-00, 71	DESIGN RE CONST TOTAL				0				0				0				0				0
158-11-035 (2016)	0.00 miles P		462	0	115	577	692	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
WisDOT	CTH MM Bridge & Approaches over Bower Creek near Fonferek Glen in Ledgeview P-05-0106 (design in 2015) 4555-02-00, 71 40' P	DESIGN	0				0				0				0				0			
		RE	0				0				0				0				0			
		CONST	0	321	0	80	401				0				0				0			
158-15-020 (2017)		TOTAL	0	0	0	0	0	0	0	401	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Bower Creek Road Village of Bellevue Bower Creek Bridge Reconstruction (design completed) 4516-06-00-71 0.10 miles P	DESIGN	0				0				0				0				0			
		RE	0				0				0				0				0			
		CONST	0	388	0	97	485				0				0				0			
158-11-029 (2017)		TOTAL	0	0	0	0	0	388	0	97	485	0	0	0	0	0	0	0	0	0	0	0
WisDOT	CTH M Suamico River Bridge & Approaches south of CTH B Reconstruction (design in 2015) 9287-03-00, 71 0.00 miles P	DESIGN	0				0				0				0				0			
		RE	0				0				0				0				0			
		CONST	0				0				331	0	83	414	0				0			
158-14-012 (2018)		TOTAL	0	0	0	0	0	0	0	0	331	0	83	414	0	0	0	0	0	0	0	0
WisDOT Brown County	I-43 STH 172-Atkinson Dr Manitowoc-Green Bay Construction & Resurface Structures 1227-08-73 11.75 miles P	DESIGN	0				0				0				0				0			
		RE	0				0				0				0				0			
		CONST	0				0				0	0	0	0	0	16,740	4,160	0	20,900	0		
158-16-015 (2019)		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	16,740	4,160	0	20,900	0	0	0
WisDOT Brown County	STH 172 1-41 to I-43 Construction/Resurface - Mill/Overlay 1210-09-71 0.00 miles P	DESIGN	0				0				0				0				0			
		RE	0				0				0				0				0			
		CONST	0				0				0	0	0	0	0	0	0	0	0			
Illustrative		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Scheduled for 11/9/2021

B. SURFACE TRANSPORTATION PROGRAM—URBAN (STP-U) ELIGIBLE PROJECTS

Program Overview

Moving Ahead for Progress in the 21st Century (MAP-21) calls for prioritization of STP-U-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 STP-U 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 now ranks STP-U-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 continue to receive special consideration for funding by the Brown County Planning Commission Transportation Subcommittee prior to Brown County Planning Commission Board of Directors' action. Criteria used for ranking non-roadway projects continue to be consistency with other transportation plans, congestion relief or prevention, reduction in single occupancy motor vehicle transportation, safety and security, intermodal connectivity, and number of years a project appears in the TIP.

If additional funds become available or if an approved project is delayed indefinitely, the next project on the contingencies list not receiving 80 percent of the original cost estimate will have the opportunity to receive the available federal funds. Having an approved project contingencies list may prevent the need for additional technical and policy committee review and a TIP amendment.

The findings of the prioritization procedure can be seen in Appendix A.

Surface Transportation Program – Urban Funds Approved with Construction through 2020

Projects approved by the Brown County Planning Commission Board of Directors and Wisconsin Department of Transportation for use of STP-Urban funds and are scheduled to be completed by 2020 appear in Table II-1.

C. SECTION 5307 URBANIZED AREA FORMULA GRANTS PROGRAM AND SECTION 5339 BUS AND BUS FACILITIES PROGRAM

Green Bay Metro operating and capital projects are programmed for a five year period of 2016-2020 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. These projects are not part of the approved TIP or fiscal constraint demonstration.

Fixed Route Bus System

Green Bay Metro currently provides fixed route transit service in the cities of Green Bay and De Pere and the villages of Allouez, Ashwaubenon, and Bellevue. A total of 16 full service (including the new "G" route) and 9 limited service fixed routes are in operation. Metro operates Monday through Friday from 5:15 a.m. to 9:45 p.m. and on Saturday from 7:15 a.m. to 6:45 p.m. Service is not provided on Sundays or on major holidays, with the exception of 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, 100 percent of Metro's full service fixed route bus fleet is 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)**

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Operating Assistance*</u>	OPER	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017
		TOTAL	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017	1,598	2,416	2,003	6,017
158-16-101 (2016)	* Does not include farebox or other revenue.		Section 5307				Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro	<u>Capitalized Maintenance</u> Under MAP-21, Metro qualifies for capitalized maintenance	CAPITAL	533	0	133	666	533	0	133	666	533	0	133	666	533	0	133	666	533	0	133	666
		TOTAL	533	0	133	666	533	0	133	666	533	0	133	666	533	0	133	666	533	0	133	666
158-16-102 (2016)			Section 5307				Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro	<u>Section 5339 Direct Allocation as per FTA</u> Grouped - variety of capital projects to be approved by FTA 11.12.40	CAPITAL	233	0	58	291	233	0	58	291	233	0	58	291	233	0	58	291	233	0	58	291
		TOTAL	233	0	58	291	233	0	58	291	233	0	58	291	233	0	58	291	233	0	58	291
158-16-103 (2016)			Section 5339				Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro (Metro received funding under STP-U. See Table II-1.)	<u>Replacement Buses</u> Four 40' in 2017 Four 35' in 2018 Four 40' in 2019 Four 35' in 2020 11.12.01	EQUIP					1,408	0	352	1,760	1,424	0	356	1,780	1,440	0	360	1,800	1,472	0	368	1,840
		TOTAL	0	0	0	0	1,408	0	352	1,760	1,424	0	356	1,780	1,440	0	360	1,800	1,472	0	368	1,840
							Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro	<u>ADA Accessible Passenger Shelters & Benches</u> Five in 2017, 2018, 2019, & 2020	EQUIP					24	0	6	30	24	0	6	30	24	0	6	30	24	0	6	30
		TOTAL	0	0	0	0	24	0	6	30	24	0	6	30	24	0	6	30	24	0	6	30
							Illustrative only				Illustrative only				Illustrative only							
Green Bay Metro	<u>Passenger Shelter Pads</u> Concrete shelter pads Five in 2017, 2018, 2019, & 2020	CONST					12	0	3	15	12	0	3	15	12	0	3	15	12	0	3	15
		TOTAL	0	0	0	0	12	0	3	15	12	0	3	15	12	0	3	15	12	0	3	15
11.33.10							Illustrative only				Illustrative only				Illustrative only							

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro 158-16-104 (2016)	<u>Paratransit Program Software</u> Trip Scheduling Software & Equipment 11.62.20	EQUIP	80	0	20	100																
		TOTAL	80	0	20	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Approved																			
Green Bay Metro 158-16-105 (2016)	<u>Security Enhancements</u> Lights, surveillance cameras, & fencing at main facility and/or transfer points 11.34.07	EQUIP	32	0	8	40	56	0	14	70	16	0	4	20	0	0	0	0	24	0	6	30
		TOTAL	32	0	8	40	56	0	14	70	16	0	4	20	0	0	0	0	24	0	6	30
			Approved				Illustrative only				Illustrative only											
Green Bay Metro 158-16-106 (2016)	<u>Transitway Resurface</u> 11.34.01	CONST	104	0	26	130																
		TOTAL	104	0	26	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Approved																			
Green Bay Metro	<u>Support Vehicle</u> Two for 2017	EQUIP					61	0	15	76												
		TOTAL	0	0	0	0	61	0	15	76	0	0	0	0	0	0	0	0	0	0	0	
							Illustrative only															
Green Bay Metro	<u>Replace Transit Facility Roof</u>	CONST								456	0	114	570									
		TOTAL	0	0	0	0	0	0	0	456	0	114	570	0	0	0	0	0	0	0	0	
											Illustrative only											

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020			
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total
Green Bay Metro	<u>Building Upgrades</u> Rehabilitation of shop floor Replace two boilers w circulating pump 11.44.03	CONST EQUIP TOTAL					56 48 104	0 0 0	14 12 26	70 60 130												
							Illustrative only															
Green Bay Metro	<u>Facilities & Equipment</u> Bobcat w/ snow plow or blower Replace six Overhead Doors Generator Bus Vacuum System Walk behind floor scrubber Diesel Particulate Filter Cleaning Equip Forklift 11.44.06	EQUIP EQUIP EQUIP EQUIP EQUIP EQUIP TOTAL	14	0	3	17	160 160 8 20 348	0 0 0 0 0	40 40 2 5 87	200 200 10 25 435					6 20 26	0 0 0	2 5 7	8 25 33				
158-16-107 (2016)			14	0	3	17	Illustrative only				Illustrative only											
Green Bay Metro	<u>Equipment Repair</u> Fuel Tank repair - strip & reblast 11.44.02	CONST TOTAL					12 12	0 0	4 4	16 16												
							Illustrative only															
Green Bay Metro	<u>Transfer Point Improvements</u> Bicycle racks, taxi stand, intercity bus terminal, etc. Metro intends to apply under TAP	DESIGN CONST TOTAL					60 60	0 0	15 15	75 75					160 160	0 0	40 40	200 200				
							Illustrative only				Illustrative only											

Primary Jurisdiction Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				For Information Only Jan - Dec 2020				
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	
Green Bay Metro 158-16-108 (2016)	<u>Transfer Point Improvements</u> ADA accessible shelters, real-time arrival & departure boards	EQUIP	12	0	3	15																	
		TOTAL	12	0	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Approved																				
Green Bay Metro	<u>Paratransit Vehicles</u> Six each year 11.42.43	EQUIP					600	0	150	750	612	0	153	765	624	0	156	780	637	0	159	796	
		TOTAL	0	0	0	0	600	0	150	750	612	0	153	765	624	0	156	780	637	0	159	796	
							Illustrative only				Illustrative only				Illustrative only								
Green Bay Metro	<u>Trapeze Ops Programming</u> Run cutting module 11.54.04	EQUIP					168	0	42	210													
		TOTAL	0	0	0	0	168	0	42	210	0	0	0	0	0	0	0	0	0	0	0	0	
							Illustrative only																
Green Bay Metro	<u>Bus Route Signs</u> Replacement 11.34.09	EQUIP					48	0	12	60													
		TOTAL	0	0	0	0	48	0	12	60	0	0	0	0	0	0	0	0	0	0	0	0	
							Illustrative only																
Green Bay Metro 158-16-109 (2016) 158-16-110 (2016)	<u>Computers & Printer</u> Upgrade & printer system for Paratransit IDs GFI Server Upgrade Computer & Software Upgrades	EQUIP EQUIP EQUIP	8 14	0 0	2 4	10 18																	
		TOTAL	22	0	6	28	24	0	6	30	8	0	2	10	8	0	2	10	32	0	8	40	
			Approved				Illustrative only				Illustrative only				Illustrative only								

D. SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES 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. 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 Brown County Planning Commission Board of Directors has approval authority for the Green Bay Urbanized Area Section 5310 funds. It is anticipated that application(s) will be submitted to the BCPC Board of Directors in the fall of 2015 for funding consideration for CY 2016.

The Lakeland Chapter of the American Red Cross has been a frequent recipient of Section 5310 funds in the past. Funds have been used to purchase accessible vehicles for use in its seniors and individuals with disabilities transportation program. On July 1, 2015, Red Cross formally transferred the transportation program and vehicles to Curative Connections.

Under the new Section 5310 program, the Green Bay Urbanized Area will receive an annual allocation determined by FTA. It is estimated that Green Bay Urbanized Area will receive a total of \$161,300 for the CY 2016 cycle. In the past, applicants competed with each other on a statewide basis, and there was no guarantee that local projects would be funded. The new distribution method ensures funding for projects within the Green Bay Urbanized Area. Ten percent (10 percent) of the allocation can be used to administer the program, and the rest of the allocation can be used for eligible projects. This administration allowance will be provided to Green Bay Metro to cover the costs associated with the Designated Recipient's responsibilities.

Approved Section 5310 projects can be seen in Table II-3.

**Table II-3
Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities Program**

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2016			
			Federal	State	Local	Total
Green Bay Metro	Designated Recipient (DR)/Fiscal Agent Administrative Fee of 10%	ADMIN	16,130	0	0	16,130
		TOTAL	16,130	0	0	16,130
158-16-501 (2016)	Cycle 40		Section 5310 - Approved			
Curative Connections	Two buses with 11 ambulatory & two wheelchair positions	VEHICLE	43,200	0	10,800	54,000
		VEHICLE	43,200	0	10,800	54,000
		TOTAL	86,400	0	21,600	108,000
158-16-502 (2016)	Cycle 40		Section 5310 - Approved			
Disabled American Veterans (DAV)	One side-entry minivan with five ambulatory & one wheelchair position	VEHICLE	28,800	0	7,200	36,000
		TOTAL	28,800	0	7,200	36,000
158-16-503 (2016)	Cycle 40		Section 5310 - Approved			
Contingency Supplemental or interim distribution	To Be Determined (Capital at 80%/20% or Operating at 50%/50%)	CAPITAL	29,970	0	TBD	29,970
		TOTAL	29,970	0	TBD	29,970
158-16-504 (2016)	Cycle 40		Section 5310 - specific project(s) pending			
Door-Tran Inc.	Mobility Manager Position & Transportation Program*					
	Mobility Manager Position (1.5 positions) & Expenses	OPER	84,913	0	21,231	106,144
	Program Operations: 1/2 Price Vouchers/Volunteer Program	OPER	32,004	0	43,504	75,508
		TOTAL	116,917	0	64,735	181,652
158-16-xxx (2016)	* located outside of Green Bay TMA; project does not impact allocation		Section 5310 - approval pending			

E. TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The local Transportation Alternatives Program (TAP) can fund transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. The TAP program provides for the implementation of a variety of projects, with examples ranging from the construction of bike and pedestrian facilities to safe routes to school educational programming.

Eligible TAP 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).

All TAP funded projects are listed on Table II-4.

Somewhat similar to the Section 5310 program, WisDOT decided that it would not administer TAP in urbanized areas in Wisconsin that exceed 200,000 people. That meant that a local administration process had to be developed by the MPO for program funds to be distributed in the Green Bay Urbanized Area. In addition, the Brown County Planning Commission Board of Directors has approval authority for TAP. It is anticipated that application(s) will be submitted to the BCPC Board of Directors in the spring of 2016 for funding consideration for implementation in CY 2016 and 2017.

**Table II-4
Transportation Alternatives Program (TAP)**

Primary Jurisdiction	Project Description	Type	Jan - Dec 2016				Jan - Dec 2017				Jan - Dec 2018				Jan - Dec 2019				
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	
Village of Allouez	<u>Webster Elementary School</u>	CONST	350,694	0	87,694	438,388				0				0				0	
	Safe Routes To School (SRTS)									0				0				0	
	Construction of additional sidewalks & crossings in the area surrounding Webster Elementary School.									0				0				0	
158-15-201 (2016)			350,694	0	87,694	438,388	0	0	0	0	0	0	0	0	0	0	0	0	
			TAP - Approved																

F. INTERCITY BUS SERVICE – 2015

Green Bay – Madison Service

Lamers Bus provides service between Green Bay and Milwaukee. Stops include 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

Jefferson Lines 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 will be used to offset the cost of operating the services

Green Bay to Milwaukee Service

Greyhound provides service between Green Bay and Milwaukee along the I 41 corridor with scheduled stops along the way.

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.

2015 Wisconsin Intercity Bus Routes



G. 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 Red Cross 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)

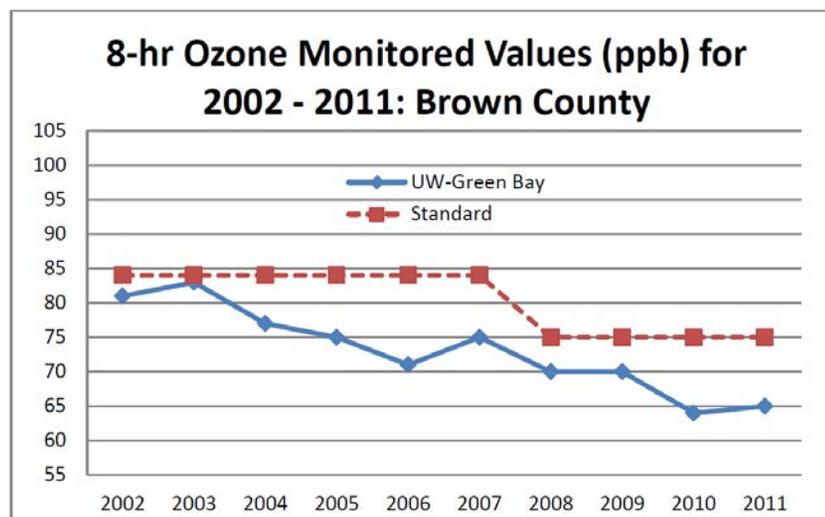
Brown County is an attainment area under the Environmental Protection Agency (EPA) Ambient Air Quality Standards.

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 oxides, nitrogen oxides, and lead. These pollutants can harm your health and the environment, and cause property damage.

Of the six pollutants, ground-level ozone and particulate matter are the most widespread health threats.

Ground Level Ozone. What is it and where does it come from? 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 Air Quality Standard for Ground Level Ozone? The current standard is 75 parts per billion (ppb). The graph on the next page shows ground level ozone measurements in Brown County.

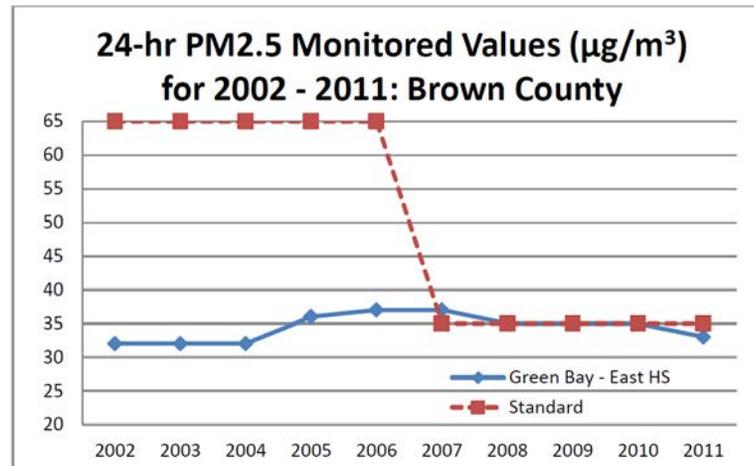


Particulate Matter (PM). What is PM? PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, smoke, soot, soil, and dust particles. Particles can be suspended in the 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.

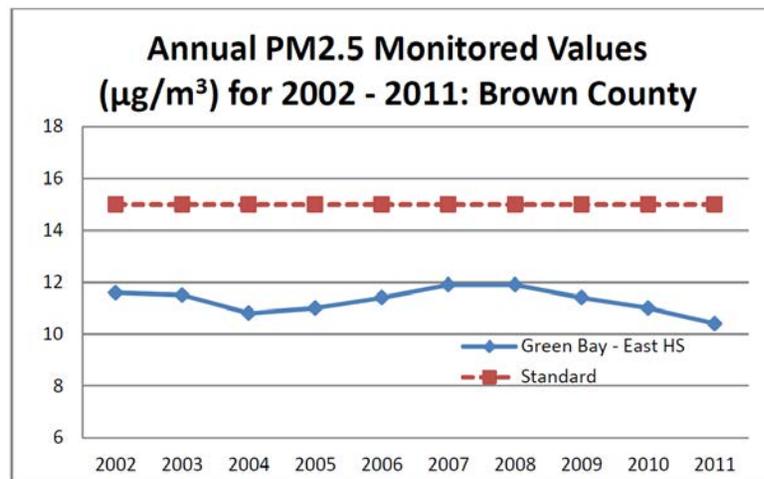
Particles less than 10 micrometers in diameter (PM_{10}) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter ($PM_{2.5}$) are referred to as "fine" particles and are believed to pose the greatest health risks. 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, motor vehicles), crushing or grinding operations, dust from paved or unpaved roads, and certain industrial processes.

What is the National 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 $12 \mu\text{g}/\text{m}^3$.



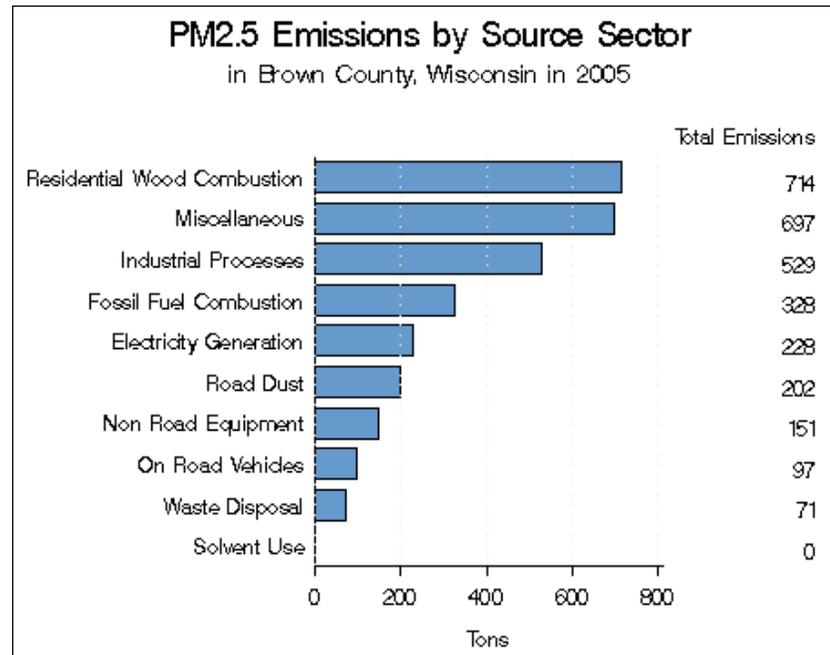
Please note below that the annual standard was changed to 12 µg/m³ in 2013. The graph shows the standard at 15 µg/m³, which was the standard for the years shown in the graph.



Note: The standard changed from 15 to 12 µg/m³ on March 18, 2013.

The top sources of PM_{2.5} emissions in Brown County include residential fireplaces and woodstoves. Miscellaneous includes crop tilling, livestock dust, construction, gas stations, and bulk gasoline terminals.

Brown County PM_{2.5} Emissions



Courtesy of EPA.

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

MAP-21 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 2016–2019 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 2020 as fiscal constraint is a four-year requirement.

TABLE III-1
Summary of Federal Funding Programmed and Funds Available
Fiscal Constraint Worksheet - Four Year Requirement*

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2016	2017	2018	2019	Total	2016	2017	2018	2019	Total
FHWA	STP Urban	\$2,746,057	\$3,701,000	\$7,794,000	\$2,041,000	\$16,282,057	\$2,746,057	\$3,701,000	\$7,794,000	\$2,041,000	\$16,282,057
	STP	\$10,162,000	\$854,000	\$854,000	\$1,157,000	\$13,027,000	10,162,000	854,000	854,000	1,157,000	\$13,027,000
	STP Flex	0	0	331,000	0	\$331,000	0	0	331,000	0	\$331,000
	STP Off System Bridge	462,000	0	0	0	\$462,000	462,000	0	0	0	\$462,000
	HSIP	96,000	96,000	96,000	96,000	\$384,000	96,000	96,000	96,000	96,000	\$384,000
	NHPP	4,368,000	29,958,000	560,000	17,300,000	\$52,186,000	4,368,000	29,958,000	560,000	17,300,000	\$52,186,000
	BR	292,000	0	0	0	\$292,000	292,000	0	0	0	\$292,000
	TAP	0	0	350,694	0	\$350,694	0	0	350,694	0	\$350,694
	Total	\$18,126,057	\$34,609,000	\$9,985,694	\$20,594,000	\$83,314,751	\$18,126,057	\$34,609,000	\$9,985,694	\$20,594,000	\$83,314,751
FTA	Section 5307	\$2,131,000	\$2,131,000	\$2,131,000	\$2,131,000	\$8,524,000	\$2,131,000	\$2,131,000	\$2,131,000	\$2,131,000	\$8,524,000
	Section 5310	161,300	0	0	0	\$161,300	161,300	0	0	0	\$161,300
	Section 5339	233,000	0	0	0	\$233,000	233,000	0	0	0	\$233,000
	Total	\$2,525,300	\$2,131,000	\$2,131,000	\$2,131,000	\$8,918,300	\$2,525,300	\$2,131,000	\$2,131,000	\$2,131,000	\$8,918,300

* Several projects were approved under SAFETEA-LU and will be implemented under MAP-21.

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 Tables III-2 for details regarding operating expense and funding source.

b. System Performance Measures

See Table III-3 performance measures.

c. Fare Structure

See Table III-4 for a comparison of past and current fare structures.

d. Capital Requests

**Table III-2
Green Bay Metro
Operating Expense and Funding Sources**

	Actual			Estimated	Projected		
	2012	2013	2014	2015	2016	2017	2018
Operating Expense:	\$7,176,850	\$7,228,164	\$7,663,297	\$8,335,203	\$8,409,165	\$8,484,607	\$8,561,557
	-4.76%	0.71%	6.02%	8.77%	0.89%	0.90%	0.91%
Funding Sources:							
<u>Public Operating Assistance:</u>							
Federal Section 5307/Capitalized Maintenance	\$2,386,783	\$2,210,776	\$2,252,841	\$2,204,615	\$2,204,615	\$2,204,615	\$2,204,615
Federal Section 5310 Enhanced Mobility				16,300	16,300	16,300	16,300
State of Wisconsin Section 85.20	1,942,971	2,155,529	2,141,291	2,416,180	2,416,180	2,416,180	2,416,180
City of Green Bay	1,081,380	1,040,024	1,282,643	1,529,268	1,559,853	1,591,050	1,622,871
City of De Pere	127,582	118,775	140,799	142,048	144,889	147,787	150,742
Village of Allouez	79,432	72,883	83,074	85,805	87,521	89,272	91,057
Village of Ashwaubenon	79,788	84,957	189,524	236,413	241,141	245,964	250,883
Village of Bellevue	31,618	28,582	35,397	49,949	50,948	51,967	53,006
Oneida Tribe of Indians	120,255	108,199	0	0	0	0	0
<u>Public Operating Assistance Subtotal:</u>	<u>\$5,849,809</u>	<u>\$5,819,724</u>	<u>\$6,125,569</u>	<u>\$6,680,578</u>	<u>\$6,721,448</u>	<u>\$6,763,135</u>	<u>\$6,805,656</u>
<u>Revenue:</u>							
Farebox Revenue - Fixed Route Bus	\$958,221	\$924,269	\$1,017,708	\$923,000	\$941,460	\$960,289	\$979,495
Farebox Revenue - Paratransit Program	246,411	366,310	380,479	624,000	\$636,480	\$649,210	\$662,194
Advertising (sale of ads on buses)	102,641	88,980	88,486	85,000	\$86,700	\$88,434	\$90,203
Investment Income	9,328	13,277	9,585	11,000	\$11,220	\$11,444	\$11,673
Other Revenues (sale of used oil & parts, etc.)	10,440	15,604	41,470	11,625	\$11,858	\$12,095	\$12,337
<u>Revenue Subtotal:</u>	<u>\$1,327,041</u>	<u>\$1,408,440</u>	<u>\$1,537,728</u>	<u>\$1,654,625</u>	<u>\$1,687,718</u>	<u>\$1,721,472</u>	<u>\$1,755,901</u>
Funding Sources Total:	\$7,176,850	\$7,228,164	\$7,663,297	\$8,335,203	\$8,409,165	\$8,484,607	\$8,561,557

**Table III-3
Green Bay Metro
System Performance Measures**

Item	Actual			Estimated	Projected		
	2012	2013	2014	2015	2016	2017	2018
Revenue Passengers (1,000s)	1,524	1,482	1,429	1,443	1,458	1,472	1,487
Revenue Miles (1,000s)	1,082	1,071	1,046	1,187	1,230	1,230	1,230
Operating Expense (1,000s)	\$7,177	\$7,228	\$7,663	\$8,325	\$8,492	\$8,661	\$8,835
Farebox Revenue (1,000s)	\$1,194	\$1,281	\$1,398	\$1,535	\$1,566	\$1,597	\$1,629
Expense/Mile	\$6.63	\$6.75	\$7.33	\$7.01	\$6.90	\$7.04	\$7.18
Expense/Passenger	\$4.71	\$4.88	\$5.36	\$5.77	\$5.83	\$5.88	\$5.94
Passenger/Mile	1.41	1.38	1.37	1.22	1.19	1.20	1.21
Revenue/Passenger	\$0.78	\$0.86	\$0.98	\$1.06	\$1.07	\$1.08	\$1.10
Bus Fleet	39	35	35	39	39	39	39
Employees	56.0	64.0	62.0	66.0	66.0	66.0	66.0

**Table III-4
Green Bay Metro
Fixed Route Bus Fares**

Fare Category	1998	2003	2005	2009	2015
Adult					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50
Day Pass					\$3.00
Week Pass					\$12.00
30-Day Pass	\$21.50	\$23.00	\$26.00	\$35.00	\$35.00
Student (K-12)					
Cash	\$1.00	\$1.25	\$1.50	\$1.50	\$1.00
Day Pass					\$2.00
30-Day Pass	\$16.00	\$16.00	\$19.00	\$19.00	\$20.00
Reduced (Age 65 or older or qualifying Disability w/ ID Card)					
Cash	\$0.50	\$0.60	\$0.75	\$0.75	\$0.75
Day Pass					\$1.50
30-Day Pass	\$10.75	\$12.25	\$15.25	\$25.00	\$25.00
Disabled Veterans w/ Service Connected ID					Free
Green Saturday/Packers Game Day Service					Free

The 2016-2020 capital improvement program developed by Green Bay Metro staff includes the following:

In 2016 through 2020, Green Bay Metro will receive approximately \$233,000 each year in Section 5339 funds to cover smaller-scale capital improvements. Improvements could include facility repair and/or unanticipated engine rebuilds.

In 2016 through 2020, Metro will request a number of 35' and 40' buses to replace several buses that have been retired but not yet replaced, five 1995 40' Gillig-Phantoms that were sold in 2014, and several of the 30' 2003 and 2004 New Flyer buses that have exceeded their useful lives.

In 2016 through 2020, Metro will also request funds to purchase paratransit vehicles. The vehicles will likely be leased to Metro's private-for-profit paratransit operator for a \$1.00 per year. In turn, the price per trip charged to Metro would likely be greatly reduced. Essentially, Metro would be leveraging/maximizing the 80 percent in federal capital assistance (used to purchase the vehicles) against the 55-58 percent they receive in federal and state operating assistance (used to pay the per trip cost and fuel). It is anticipated that this will lead to substantial local savings.

In addition, Metro will request funds for new passenger shelters and concrete shelter pads over the years 2016 through 2020.

In the years 2016 through 2020, Metro will request funding for engine overhauls, computer software and equipment, security enhancements, Transitway resurfacing, a support vehicle, Transportation Center roof replacement, building upgrades, small-scale equipment and equipment repair, transfer point improvements, and bus stop signs.

Financial Estimates with Inflation Factors

MAP-21 requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. A summary of TIP projects with the inflation factor used by the project applicant and their justification for such factor is below.

Inflation Factor Justification for Federally Funded Projects

Jurisdiction	Funding Source	Project	Program Year(s)	Annual Inflation Factor	Justification
Federal/State	various	various	2016+	2.30%	WisDOT Bureau of Planning & Economic Development
Brown County	STP-Urban	various	2016+		WisDOT Cost Estimate Table/STP-U Application Instructions*
Green Bay	STP-Urban	various	2016+		WisDOT Cost Estimate Table/STP-U Application Instructions*
De Pere	STP-Urban	various	2017+		WisDOT Cost Estimate Table/STP-U Application Instructions*
Ashwaubenon	STP-Urban	Cormier Rd	2019		WisDOT Cost Estimate Table/STP-U Application Instructions*
Howard	STP-Urban	Vincent Rd	2018		WisDOT Cost Estimate Table/STP-U Application Instructions*
Green Bay Metro	Section 5307	operating	2016+	2% or less	Projected service levels and past experience
	Section 5310 & 5339	capital items	2016+	2% or less	Current cost with little or no inflation
Curative Connections	Section 5310	vehicles	2016+	0%	WisDOT contract rate used; actual cost

*Source: <http://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/stp-u-instr.pdf>

CHAPTER IV
TRANSPORTATION PLANNING PROCESS

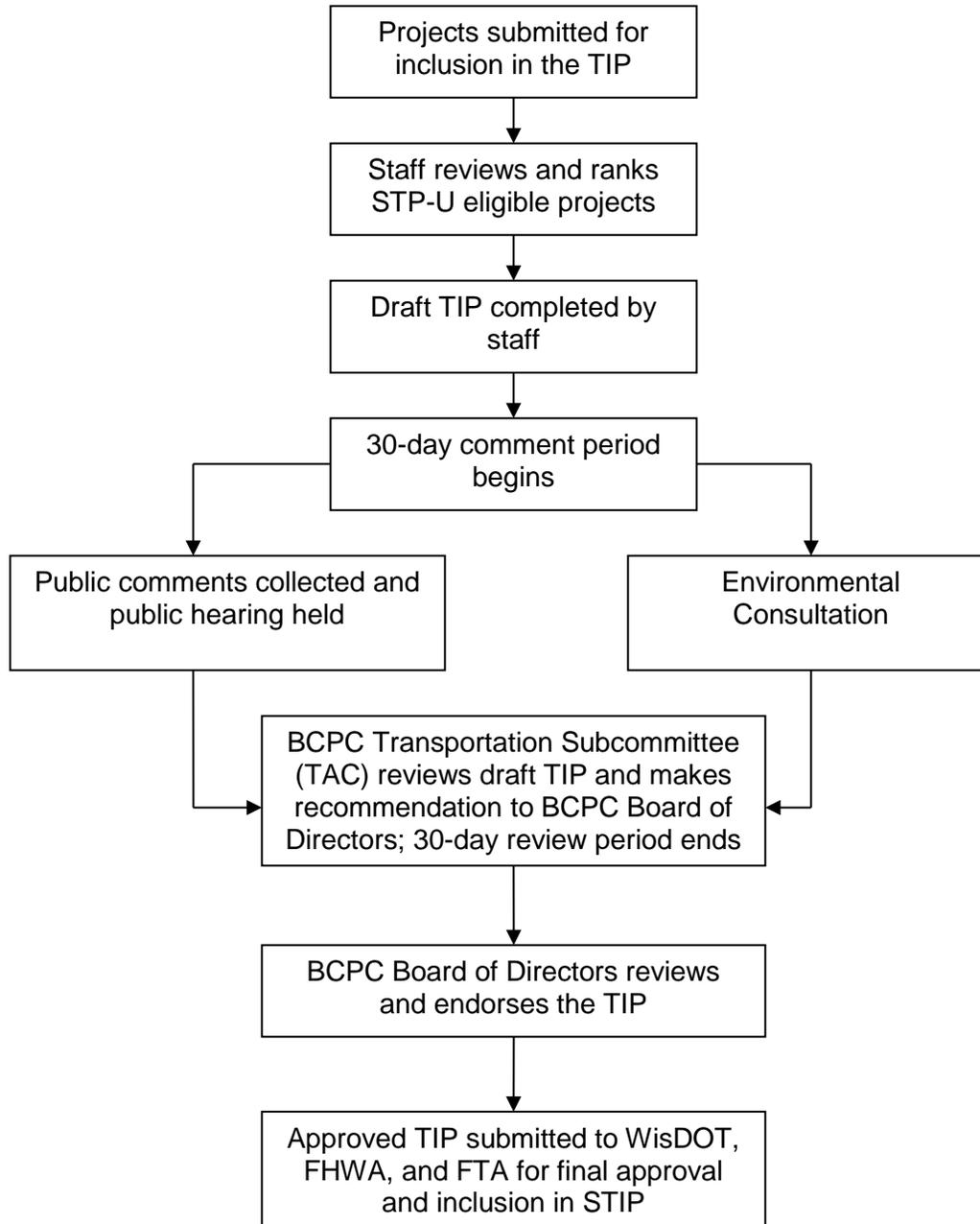
A. OVERALL TRANSPORTATION PLANNING PROCESS

Roadway, transit, and other improvement projects listed in this TIP were derived from a number of transportation planning sources. Major transportation planning efforts include the *2014-2018 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 *2016-2020 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 2016-2020 Transportation Improvement Program*. See Appendix B 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 an informational piece to over 150 individuals or entities that comprise our Public Participation Process list. A copy of the informational piece can be seen in Appendix C.

Draft copies of the TIP are made available for a period of at least two weeks prior to the Transportation Subcommittee meeting. At that time, the subcommittee reviews the draft document and makes a recommendation to the Brown County Planning Commission Board of Directors.

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 D for the transcript of the public hearing and Appendix E 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 2015:

August 19	30-day public review and comment period begins (August 19-September 18).
August 19	1 st Notice of 30-day Review Period, Request for Comments, and Public Hearing on Draft TIP published.
August 26	2 nd Notice published.
September 2	Public Hearing before the Brown County Planning Commission Board of Directors (MPO Policy Board).
September 14	Environmental Consultation meeting with Resource Agencies.
September 14	Transportation Subcommittee (MPO Technical Advisory Committee) meeting to make recommendation to the Brown County Planning Commission Board of Directors.
September 18	30-day public review and comment period ends. If significant comments are received they will be provided to the Transportation Subcommittee.
October 7	Brown County Planning Commission Board of Directors meeting – consideration of comments from the public review and hearing, environmental consultation, and Subcommittee recommendation.
October 30	TIP document and fiscal constraint demonstration submitted to WisDOT, FTA, and FHWA.

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.

A number of 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
Taxi, Accessible Vehicle, and Network Services

Agency	Agency	Agency
1 Awesome Cab 118 N Washington St Green Bay WI 54302	1 Awesome Cab 1620 Lawrence Dr De Pere WI 54115	1st Choice Shuttle/Taxi 2995 Holmgren Way, #12 Green Bay WI 54304
A-1 Medi Mobile 2819 University Ave Green Bay WI 54311	A & J Mobility 1330 Mid Valley Dr De Pere WI 54115	Able Taxi and Tours, LLC 1950 Cofrin Dr #9165 Green Bay WI 54302
American Shuttle 800 Cedar St Green Bay WI 54301	Arms of Angels 1658 Silhouette Ln De Pere WI 54115	Astro Shuttle/Taxi Service 2803 Packerland Dr Green Bay WI 54313
Astro Taxi 2903 W Point Rd Green Bay WI 54313	Bay Bus Shuttle, LLC 846 Lime Kiln Rd Green Bay WI 54302	Comfort Travel 1029 Sunset Beach Rd Suamico WI 54173
DW Shuttle 106 Oakton Ln Green Bay WI 54311	Elite Shuttle/Taxi 2010 Memorial Dr Green Bay WI 54303	First Choice Shuttle Service 2437 Babcock Rd Green Bay WI 54313
First Student 1840 Lime Kiln Rd Green Bay WI 54311	Green Bay Taxi 1823 Nancy Drive Green Bay WI 54303	Lamers Bus Lines, Inc. 2937 Monroe Rd De Pere WI 54115
MV Transportation 1830 Cofrin Dr Green Bay WI 54302	Packerland Shuttle/Taxi 432 N Broadway De Pere WI 54115	Packerland Shuttle/Taxi 2151 Old Martin Rd De Pere WI 54115
Tundra Valley Taxi 1434 Buffalo Street Green Bay WI 54313	Tundra Valley Taxi 1124 State St Green Bay WI 54304	Uber www.Uber.com
Wheelchair Transport 1269 Langlade Ave Green Bay WI 54303	Yellow Cab of Brown County Checker Yellow Green Bay Yellow 1212 S Maple Ave Green Bay WI 54304	Wheelchair Transport 1269 Langlade Ave Green Bay WI

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 regular scheduled monthly meeting. 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 at or below the poverty guidelines set by the Department of Health and Human Services (DHHS) for a specific region.

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 that was greater than or equal to the average for Brown County in 2010 (the 2010 US Census minority representation for Brown County was 11.1 percent of the population as a whole).

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

Threshold: Average income per households within a census block group that are equal or lower than poverty guidelines on a number of persons per household basis. Brown County has an average of 2.58 people per household. The US Department of Health and Human Services Poverty Guidelines suggest a three person household has a poverty threshold of \$20,090.

2015 Poverty Guidelines	
Persons in Household	Poverty Guideline
1	\$11,770
2	\$15,930
3	\$20,090
4	\$24,250
5	\$28,410
Each Additional Person add \$4,160	

*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

2016-2020 Project Locations and Minority as a Percent of Total Population

Green Bay Metropolitan Planning Area

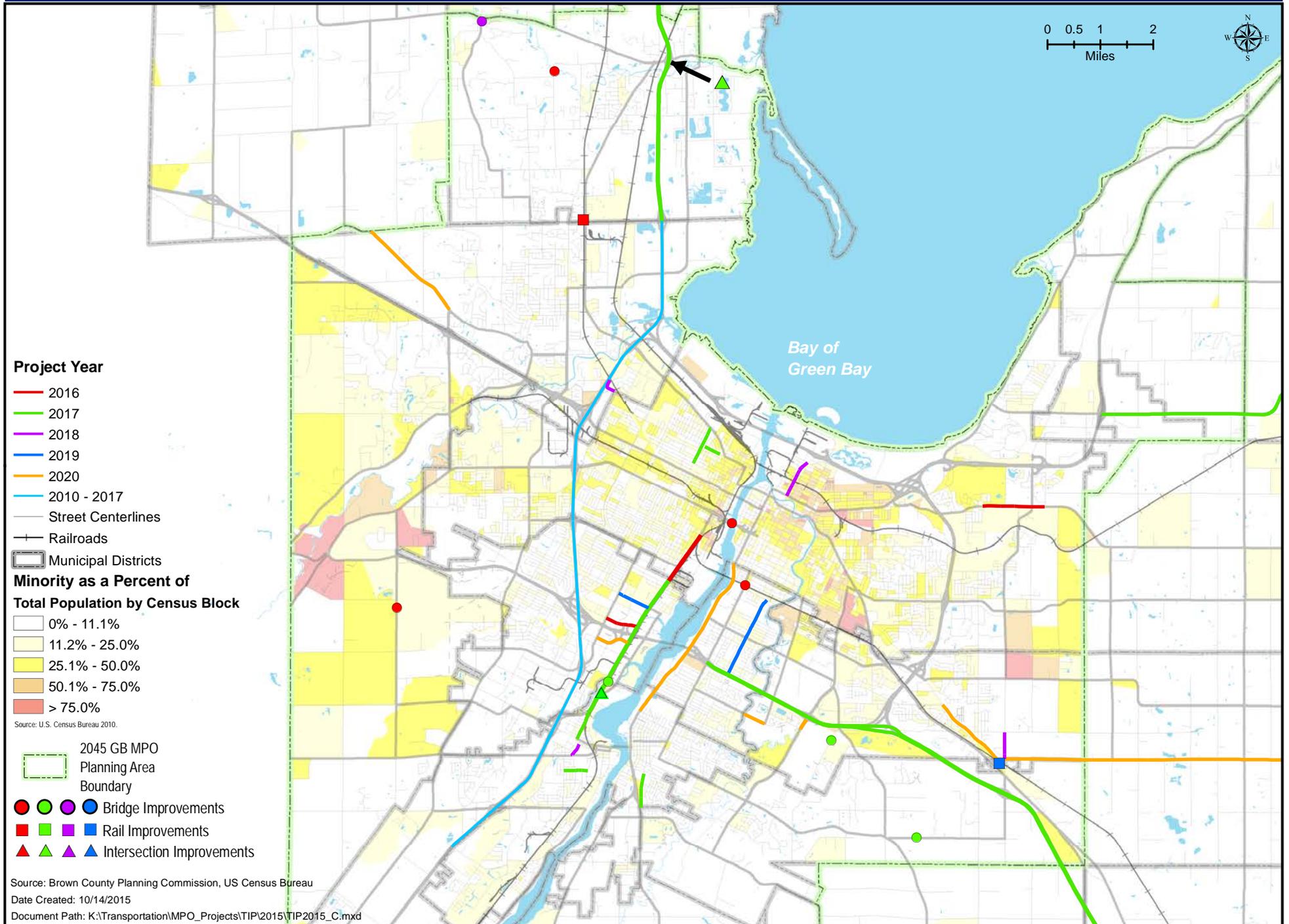




Figure D
2016-2020 Project Locations and Median Household Income
Green Bay Metropolitan Planning Area

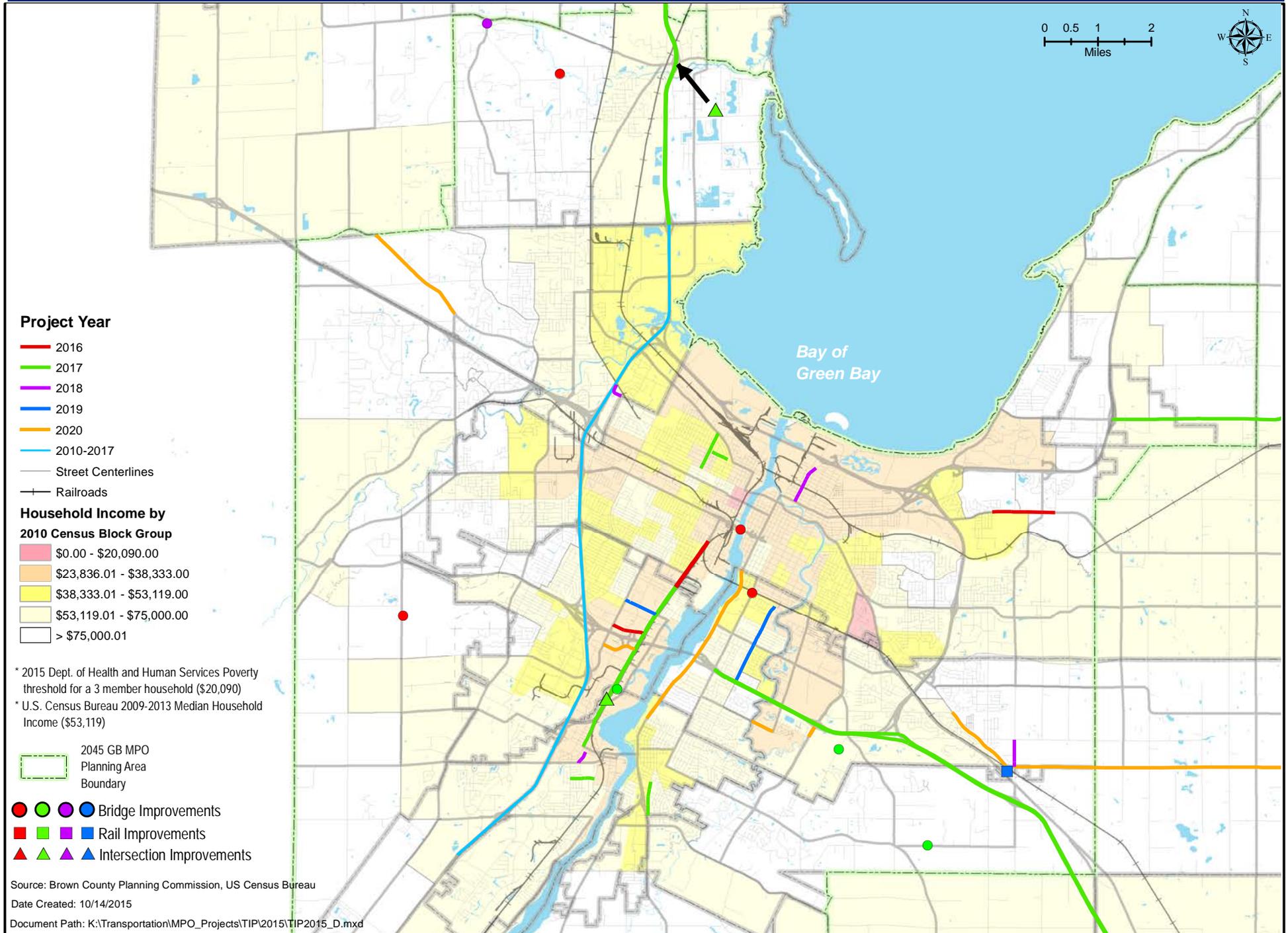




Figure E
Green Bay Metro System and Minority as a Percent of Total Population
Green Bay Metropolitan Planning Area

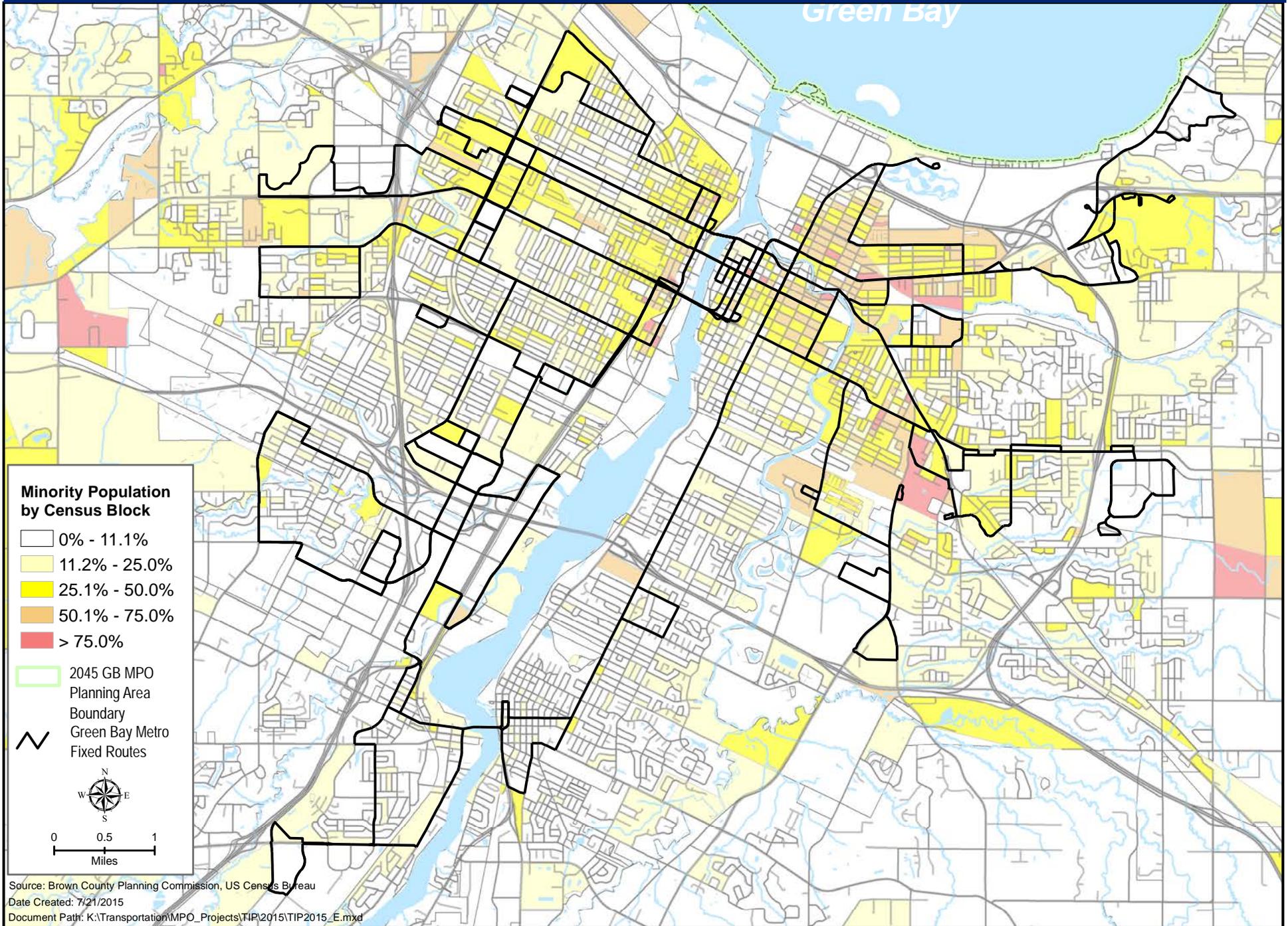
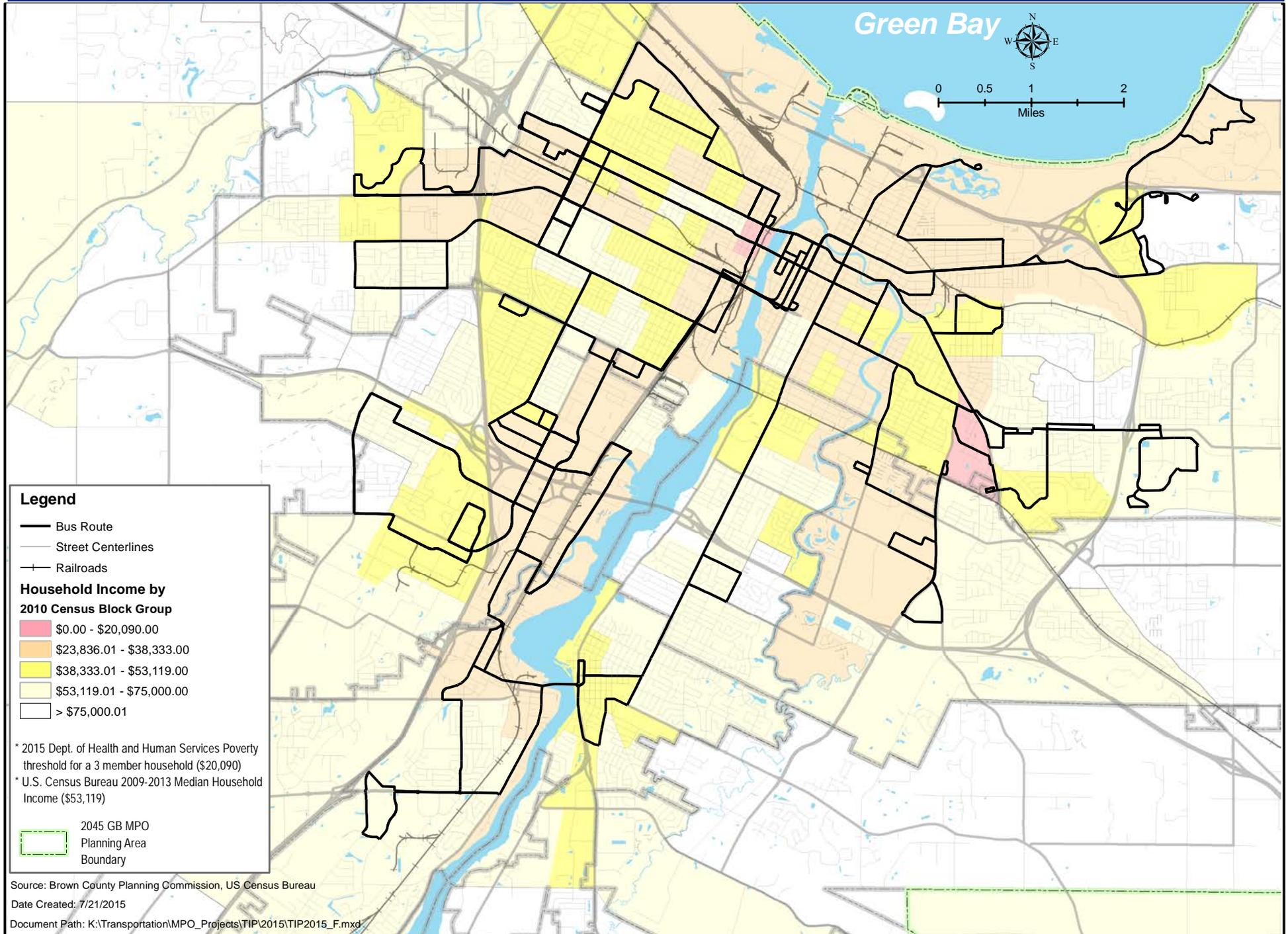




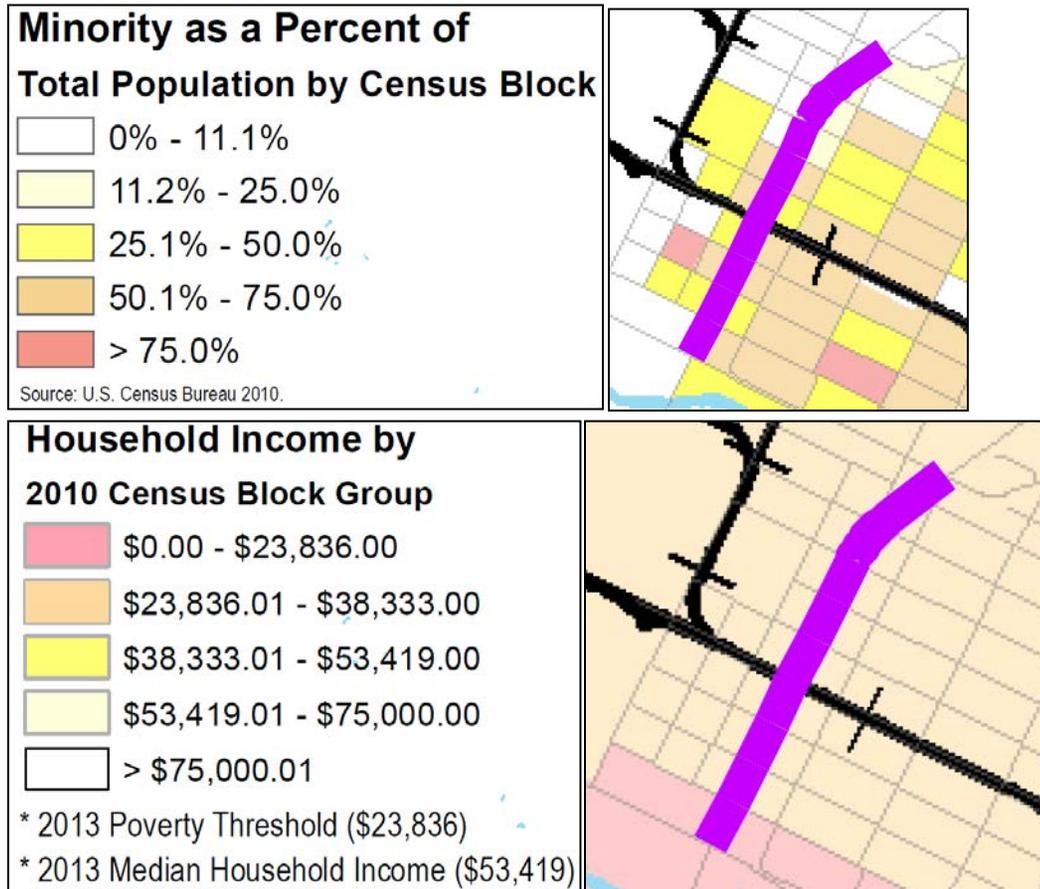
Figure F
2015 Green Bay Metro System and Income
 Green Bay Metropolitan Planning Area



Equity Analysis

The following projects in the 2016-2020 TIP are located in areas with relatively high minority populations and/or low-income households:

Project: Webster Avenue from the East River near University Avenue to Radisson Street in the City of Green Bay.
 This project includes the reconstruction of the street's four existing driving lanes, improvements to existing sidewalks on both sides of the street, and the addition of striped on-street bicycle lanes. The project will also add a landscaped median that can be used as a pedestrian refuge throughout the street corridor. Additional right-of-way will need to be acquired to accommodate the median and bicycle lanes.



Note: The southernmost block within the project scope does not contain any households.

Analysis and Findings

The project will improve the surface condition for all users as the pavement is currently in poor condition. The construction of a median will allow for a pedestrian crossing refuge where there currently is none. Bicycle travel will also be enhanced with striped and signed bicycle lanes.

Although the Webster Avenue project is located in an area with relatively high minority populations and low-income households, the MPO staff has concluded the project will benefit the immediate and surrounding neighborhoods and does not find a disparate impact.

Equity Analysis Summary

After reviewing the roadway project locations and 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.



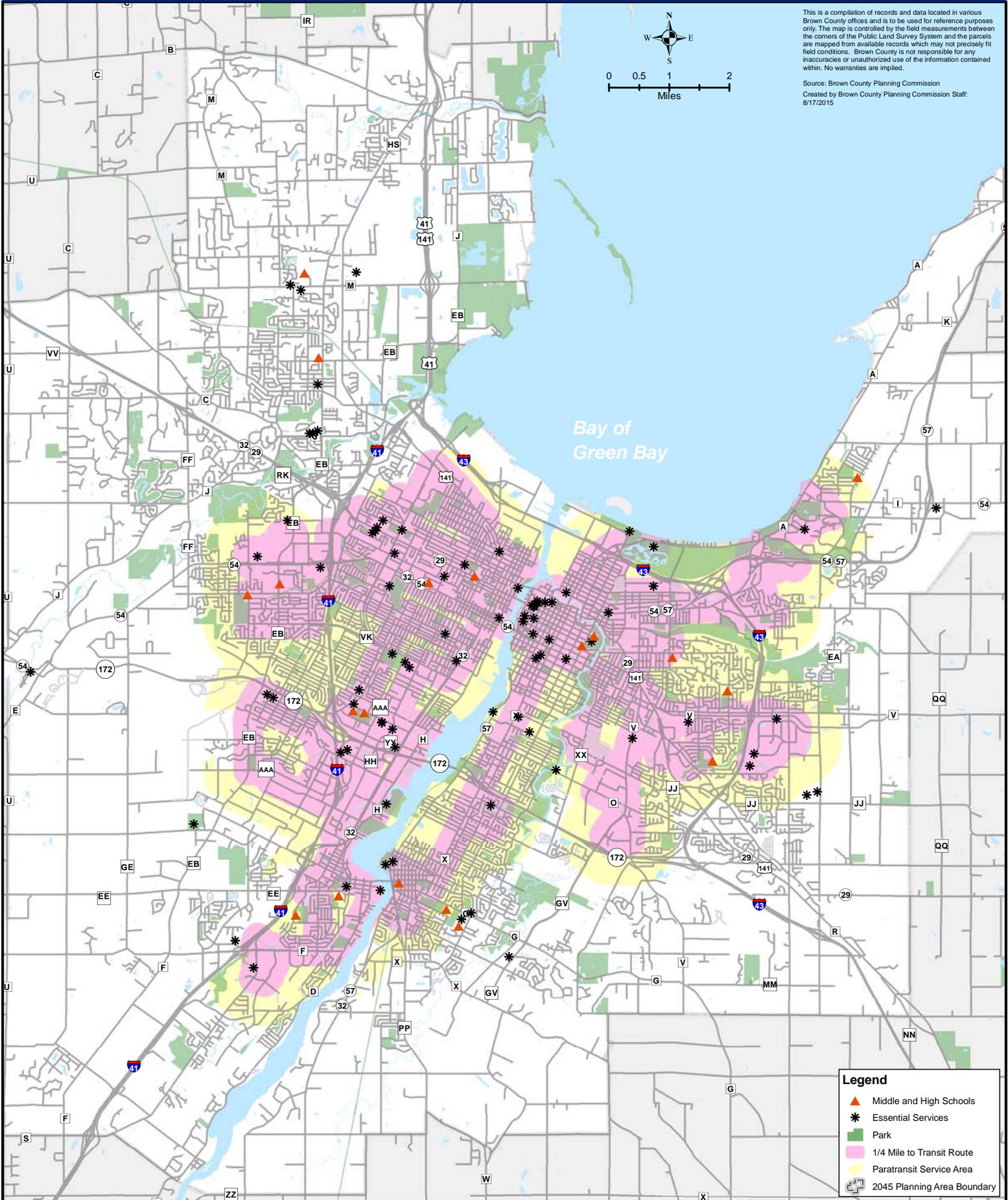
To assess the extent to which the Metropolitan Planning Area's multimodal transportation system currently provides access to essential services, MPO staff identified and mapped approximately 85 essential services within the 2045 planning boundary and analyzed how well these services are served by public transit, paratransit, bicycle facilities, and sidewalks/trails. This information is summarized in the following maps:



Figure G

Public Transit Access to Essential Services within the Green Bay Metropolitan Planning Area

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



This is a compilation of records and data located in various Brown County offices and is to be used for reference purposes only. The map is controlled by the field measurements between the corners of the Public Land Survey System and the parcels are mapped from available records which may not precisely fit field conditions. Brown County is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied.

Source: Brown County Planning Commission
 Created by Brown County Planning Commission Staff:
 8/17/2015

Legend

- Middle and High Schools
- Essential Services
- Park
- 1/4 Mile to Transit Route
- Paratransit Service Area
- 2045 Planning Area Boundary



Figure H

Bicycle Access to Essential Services

Analysis of bicycle facilities to employment, health care, education, social services, and recreation for concentrations of disadvantaged populations: A Ladders of Opportunity Approach.

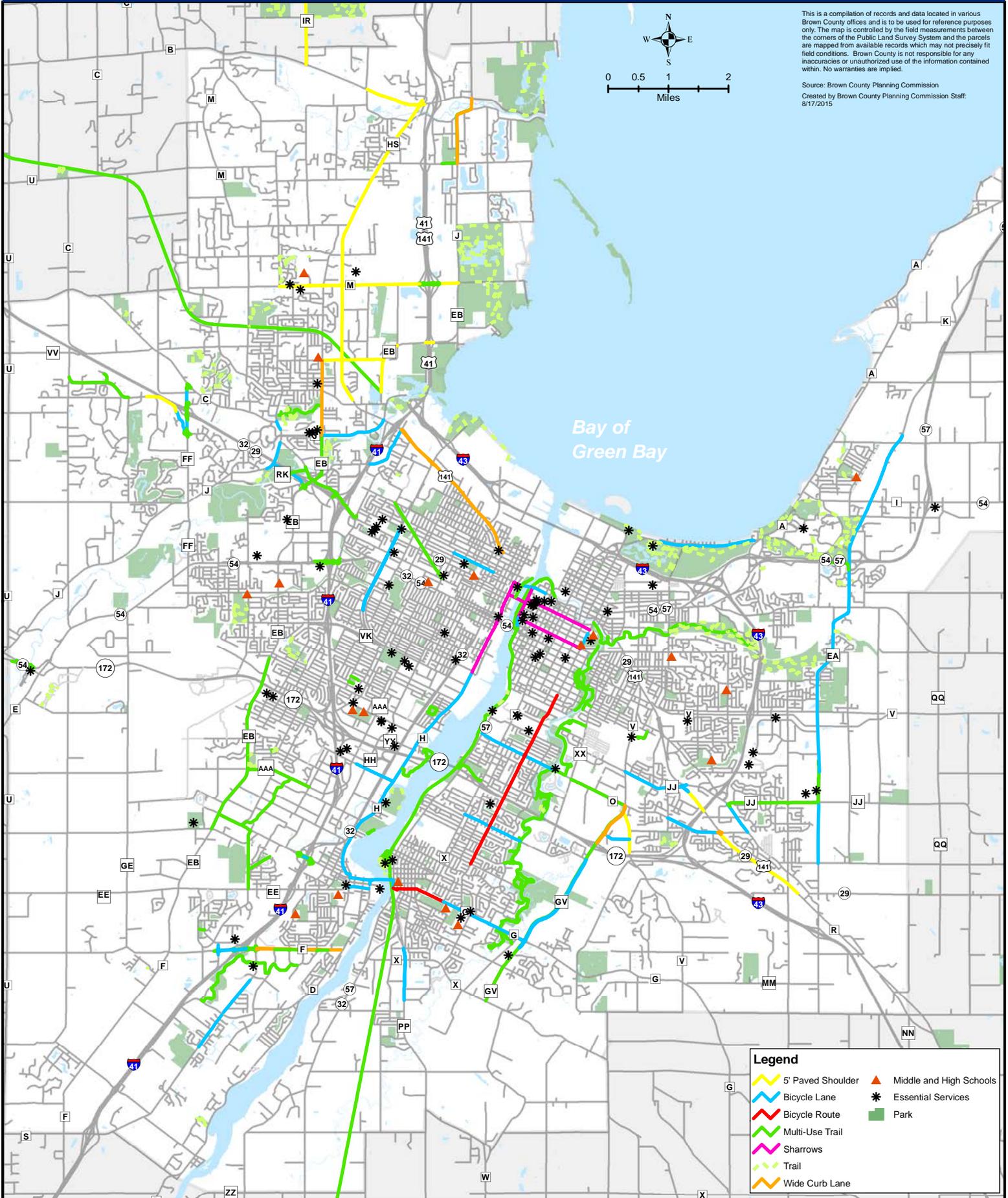
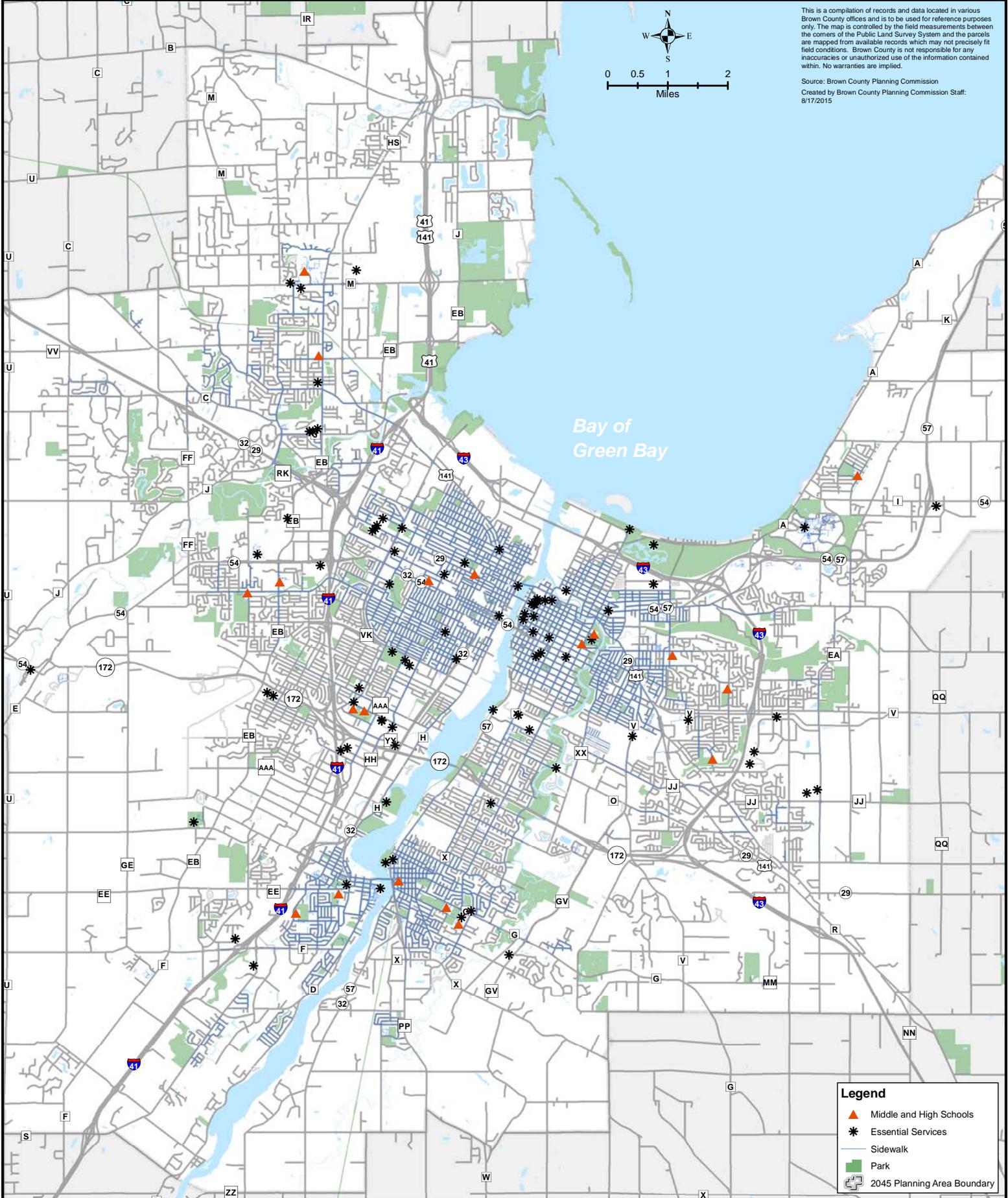




Figure I

Sidewalk Access to Essential Services within the Green Bay Metropolitan Planning Area

Analysis of sidewalk access to employment, health care, education, social services, and recreation for concentrations of disadvantaged populations: A Ladders of Opportunity Approach.



Essential services in the metropolitan area, for the most part, accessible by fixed route bus 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.
- Increase transit service frequency.
- Study, and if found feasible, implement demand-response transportation services to accommodate early start/late start shift schedules.
- Implement the recommendations in the Brown County Bicycle and Pedestrian Plan.

E. CIVIL RIGHTS RELATED ACTIVITY

At the request of FHWA, the BCPC staff prepared a comprehensive summary of Civil Rights-related activities. The Title VI summary below reflects activities between January 1, 2014 and June 30, 2015:

- Staff developed an Environmental Justice (EJ) analysis with maps for the MPO’s 2045 Long-Range Transportation Plan.
- Staff created maps that show economic and demographic information for the Metro service area for the Green Bay Metro East Side Route Study. The maps were used to identify potential transit hub locations on Green Bay’s east side as well as areas where route modifications might be beneficial.
- Staff participated in two meetings of the Northeast Wisconsin Regional Access to Transportation Committee.

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 F.

Public review period and public hearing participation.

Environmental resource agency representatives will be invited to submit comments during the TIP's 30 day public review period and to participate in the public hearing that will be held during the review period.

TIP approval by the BCPC Transportation Subcommittee and adoption by the BCPC Board of Directors (MPO policy board).

Environmental resource agency representatives will be invited to these meetings to provide input before the TIP is approved.

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 <http://www.co.brown.wi.us/planning> and clicking on 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 \$42,056,606 in 2014.

H. LONG-RANGE TRANSPORTATION PLAN

Green Bay Metropolitan Planning Organization (MPO) Long-Range Transportation Plan

In 2010, the Brown County Planning Commission approved the *Green Bay Metropolitan Planning Organization (MPO) 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 <http://www.co.brown.wi.us/planning> and clicking on Transportation and Green Bay MPO Long-Range Transportation Plan.

An update to the plan is underway and is scheduled to be completed by November 1, 2015.

Table IV-2
GREEN BAY MPO LONG-RANGE TRANSPORTATION PLAN
MAJOR HIGHWAY IMPROVEMENT PROJECTS

Facility	Segment	Project Type	Project Status
South Bridge & Arterials	Packerland Dr (CTH EB) to STH 172	Identify and preserve corridor; construct limited access arterial	Not programmed
STH 29	west of CTH FF to CTH U	Access control	Engineering on hold; construction not programmed
I 41 Expansion	Orange Lane to CTH M	Upgrade to interstate standards & upgrade interchanges	In Progress; portions programmed in the 2016-2020 TIP; completion anticipated in 2017
CTH EA (S. Huron Road)	Willow Road - STH 29	Construct new arterial	Programmed for 2017
CTH EA (S. Huron Road)	STH 29 - I-43	Construct new arterial	Not programmed

I. SHORT-RANGE TRANSPORTATION PLANS

1. 2015-2019 Transportation Improvement Program

a. Roadway Improvement Projects

The current project status of the previously programmed 2015 roadway improvement projects can be seen in Table IV-3.

b. Green Bay Metro Operating and Capital Improvement Projects

Metro received approximately \$2.2 million in federal operating/capitalized maintenance assistance in 2015. Metro also received capital funds for four 40' buses as well as miscellaneous equipment and building repair. The buses are scheduled to be delivered in late 2015 and will be placed into service in early 2016.

c. Transportation Alternatives Program (TAP) including the former Safe Routes to School (SRTS) Program

The Fox River Trail Connection project was awarded funding several years ago and was completed in 2015. The project links Webster Avenue adjacent to STH 172 to STH 57 and the Fox River Trail.

The Webster Elementary Safe Routes to School (SRTS) project is scheduled to be completed in 2016. The project includes the construction of new sidewalks & street crossings in the area surrounding Webster Elementary School in the Village of Allouez.

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

The request by Curative Connections for two vehicles and the request by Green Bay Metro for 12 accessible bus shelters and five concrete pads were approved.

2. 2014-2018 Transit Development Plan for the Green Bay Metro System

The Green Bay Transit Commission approved the *2014-2018 Transit Development Plan for the Green Bay Metro System* in 2013. Green Bay Metro System recommendations contained in the TDP can be seen on Table IV-4.

It is anticipated that the Green Bay Transit Commission will update the TDP in 2018 for the years 2019-2023.

**Table IV-3
Status of 2015 Road Construction Projects**

Project Sponsor	Project Description	Project Status	Project Sponsor	Project Description	Project Status
WisDOT 158-11-021	STH 32 at the intersection of CTH X (Heritage Road) Install a Roundabout 4085-43-71 0.04 miles P	To be completed in 2015	WisDOT 158-11-033	CTH GE, Village of Hobart Dutchman's Creek Bridge Reconstruction (design completed) 9265-07-00, 71 0.00 miles P	Rescheduled for 2016
WisDOT 158-14-014	STH 32/57 Preservation & Access Management Study in anticipation of proposed southern bridge 4085-45-00 0.00 miles P	To continue into 2016 with State only funds	WisDOT Brown County 158-11-035	St Pat's Drive Suamico River Bridge Reconstruction (design completed) 9267-03-00, 71 0.00 miles P	Rescheduled for 2016
WisDOT various	I-41 The I-41 expansion project began in 2010 and will continue through 2017. The project cost in Brown County will exceed 750 million.	On schedule To be completed in 2017	WisDOT 158-14-012	CTH M Suamico River Bridge & Approaches south of CTH B Reconstruction (design completed) 9287-03-00, 71 0.00 miles P	Rescheduled for 2018
WisDOT 158-14-010	CTH EE Dutchman's Creek Bridge Bridge & Approaches west of CTH GE 9277-00-00, 71 0.00 miles P	Completed	WisDOT 158-13-021	I-41 Interstate Conversion I-94 to I-43 Sign production & installation 1133-03-76 0.00 miles P	To be completed in 2015
WisDOT Brown County 158-11-031	WI Central Ltd RR Bridge (CTH X) Bridge Replacement (design completed) 4607-09-00, 71 0.00 miles P	Rescheduled for 2016			

**Table IV-4
2014-2018 TDP Recommendations and Implementation Status**

Item	Recommendation	Status
Full Service Routes	Explore route restructuring options to improve service. Identify areas where passenger boardings are low or non-existent.	<p>Green Bay Metro and Brown County Planning Commission (BCPC)/Metropolitan Planning Organization (MPO) staffs continue to monitor and evaluate bus routes using established performance measures. MPO issued the <i>Green Bay Metro Comprehensive Bus Stop Study</i> in 2015. Staff identified high- and low-activity stops and other stop characteristics such as accessibility. The results of the study will help Metro justify route restructuring and/or the addition of sidewalks, concrete pads, and possibly shelters at bus stops.</p> <p>BCPC and Green Bay Metro are in the process of studying the feasibility of establishing a second hub on the east side. A draft report was issued in the fall of 2015.</p>
Operating Assistance and Alternative Funding Sources	The combination of federal and state operating assistance has decreased in recent years and that is not likely to change. Cost saving measures, cost avoidance, and alternate funding sources should continue to be pursued if the Green Bay Transit Commission is to keep the existing level of service.	<p>Cost saving measures have been implemented including reductions in management staff and service cuts (elimination of the last trip of the day, #5 Plum route frequency reduction and elimination on Saturday, and reduction of the #8 Green route on Saturday).</p> <p>Alternative funding sources should continue to be pursued if the Green Bay Transit Commission is to keep the existing level of service. Many draft state Regional Transit Authority (RTA) enabling bills have been introduced over the years but none exist today in Wisconsin.</p>
Bus Fleet	Apply for 40-foot buses as needed to replace existing buses which have exceeded useful life. Replacement of rolling stock is the highest capital priority.	Four new 40-foot buses were delivered in the fall of 2015. Additional buses included in capital improvement program but not funded. Several buses have been retired without replacement.
Paratransit Program	Continue to study the feasibility of taking over the dispatch and scheduling aspect and/or other components of the paratransit program with the goal of reducing the overall cost of the program.	<p>A contract between Green Bay Metro and MV, a private-for-profit transportation company, was executed in 2011 and again in 2015. The expiration date of the contract is March 30, 2018.</p> <p>Metro has secured the necessary capital funds and will be issuing a RFP to acquire scheduling and dispatch software. Once purchased, Metro will work with MV on bringing scheduling and dispatching in-house. Paratransit vehicles are included in the capital improvement program but not funded.</p>

APPENDIX A

The Brown County Planning Commission Board of Directors endorsed Funding Scenario #1 on October 7, 2015.

**Project Prioritization for STP-U Eligible Projects
2016-2020 Transportation Improvement Program Projects
Funding Scenario #1**

Rank	Primary	Location	Project	Jurisdiction	Points	Requested Program Calendar Year (2016-2020)		Project Cost Estimate (100%)		Recommended Funding (Required Funding Level = 50% to 80%)				
						Design	Construction/ Acquisition	Design	Construction/ Acquisition	Design	Percent	Construction / Acquisition	Percent	
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 40' buses	Green Bay	15/17	---	2016	---	\$870,000	---		\$494,518	56.8%	
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 35' buses	Green Bay	15/17	---	2017	---	\$860,000	---				
3	CTH GV (Monroe Rd)	Hoffman Rd to STH 172	Reconstruct w bike lane & sidewalk	BC/Bell	60/100	2017	2020	\$270,000	\$1,998,000	\$216,000	80.0%	\$1,135,688	56.8%	
4	CTH C (Shawano Av)	CTH FF to Glendale Av	Reconstruct w bike lane & sidewalk	BC/How/Pitts	56/100	2017	2020	\$838,260	\$7,614,195					
5	Manitowoc Road	Allouez Av (CTH O) to Kewaunee Rd (STH 29)	Rehabilitation w bike lane & sidewa	Bellevue	53/100	2017	2020	\$462,300	\$2,035,200	\$369,840	80.0%	\$1,156,833	56.8%	
6	Libal Street	STH 172 to Kalb St	Resurface w bike lane & sidewalk	Allouez	50/100	2016	2019	\$496,500	\$3,280,000					
7	CTH XX (Hoffman Rd)	East River Bridge to CTH XX (Bellevue St)	Reconstruct w bike lane & sidewalk	BC/Bell	46/100	2017	2020	\$247,500	\$1,831,000					
8	CTH HH (Vanderperren Way)	CTH AAA (Oneida St) to STH 32 (Ashland Av)	Reconstruct w bike lane & sidewalk	BC/Ash	45/100	2017	2020	\$333,000	\$2,464,200					
									\$2,647,560	\$20,952,595	\$585,840		\$2,787,039	
WisDOT estimate for STP-U = \$3,372,879										\$3,372,879				

**Project Prioritization for STP-U Eligible Projects
2016-2020 Transportation Improvement Program Projects
Funding Scenario #2**

Rank	Primary	Location	Project	Jurisdiction	Points	Requested Program Calendar Year (2016-2020)		Project Cost Estimate (100%)		Recommended Funding (Required Funding Level = 50% to 80%)				
						Design	Construction/ Acquisition	Design	Construction/ Acquisition	Design	Percent	Construction / Acquisition	Percent	
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 40' buses	Green Bay	15/17	---	2016	---	\$870,000	---		\$693,892	79.8%	
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 35' buses	Green Bay	15/17	---	2017	---	\$860,000	---		\$685,917	79.8%	
3	CTH GV (Monroe Rd)	Hoffman Rd to STH 172	Reconstruct w bike lane & sidewalk	BC/Bell	60/100	2017	2020	\$270,000	\$1,998,000					
4	CTH C (Shawano Av)	CTH FF to Glendale Av	Reconstruct w bike lane & sidewalk	BC/How/Pitts	56/100	2017	2020	\$838,260	\$7,614,195					
5	Manitowoc Road	Allouez Av (CTH O) to Kewaunee Rd (STH 29)	Rehabilitation w bike lane & sidewa	Bellevue	53/100	2017	2020	\$462,300	\$2,035,200	\$369,840	80.0%	\$1,623,230	79.8%	
6	Libal Street	STH 172 to Kalb St	Resurface w bike lane & sidewalk	Allouez	50/100	2016	2019	\$496,500	\$3,280,000					
7	CTH XX (Hoffman Rd)	East River Bridge to CTH XX (Bellevue St)	Reconstruct w bike lane & sidewalk	BC/Bell	46/100	2017	2020	\$247,500	\$1,831,000					
8	CTH HH (Vanderperren Way)	CTH AAA (Oneida St) to STH 32 (Ashland Av)	Reconstruct w bike lane & sidewalk	BC/Ash	45/100	2017	2020	\$333,000	\$2,464,200					
									\$2,647,560	\$20,952,595	\$369,840		\$3,003,039	
WisDOT estimate for STP-U = \$3,372,879										\$3,372,879				

**Project Prioritization for STP-U Eligible Projects
2016-2020 Transportation Improvement Program Projects
Funding Scenario #3**

Rank	Primary	Location	Project	Jurisdiction	Points	Requested Program Calendar Year (2016-2020)		Project Cost Estimate (100%)		Recommended Funding (Required Funding Level = 50% to 80%)				
						Design	Construction/ Acquisition	Design	Construction/ Acquisition	Design	Percent	Construction / Acquisition	Percent	
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 40' buses	Green Bay	15/17	---	2016	---	\$870,000	---				
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 35' buses	Green Bay	15/17	---	2017	---	\$860,000	---				
3	CTH GV (Monroe Rd)	Hoffman Rd to STH 172	Reconstruct w bike lane & sidewalk	BC/Bell	60/100	2017	2020	\$270,000	\$1,998,000	\$216,000	80.0%	\$1,380,667	69.1%	
4	CTH C (Shawano Av)	CTH FF to Glendale Av	Reconstruct w bike lane & sidewalk	BC/How/Pitts	56/100	2017	2020	\$838,260	\$7,614,195					
5	Manitowoc Road	Allouez Av (CTH O) to Kewaunee Rd (STH 29)	Rehabilitation w bike lane & sidewa	Bellevue	53/100	2017	2020	\$462,300	\$2,035,200	\$369,840	80.0%	\$1,406,372	69.1%	
6	Libal Street	STH 172 to Kalb St	Resurface w bike lane & sidewalk	Allouez	50/100	2016	2019	\$496,500	\$3,280,000					
7	CTH XX (Hoffman Rd)	East River Bridge to CTH XX (Bellevue St)	Reconstruct w bike lane & sidewalk	BC/Bell	46/100	2017	2020	\$247,500	\$1,831,000					
8	CTH HH (Vanderperren Way)	CTH AAA (Oneida St) to STH 32 (Ashland Av)	Reconstruct w bike lane & sidewalk	BC/Ash	45/100	2017	2020	\$333,000	\$2,464,200					
								\$2,647,560	\$20,952,595	\$585,840		\$2,787,039		
WisDOT estimate for STP-U = \$3,372,879										\$3,372,879				

**Project Prioritization for STP-U Eligible Projects
2016-2020 Transportation Improvement Program Projects
Funding Scenario #4**

Rank	Primary	Location	Project	Jurisdiction	Points	Requested Program Calendar Year (2016-2020)		Project Cost Estimate (100%)		Recommended Funding (Required Funding Level = 50% to 80%)			
						Design	Construction/ Acquisition	Design	Construction/ Acquisition	Design	Percent	Construction / Acquisition	Percent
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 40' buses	Green Bay	15/17	---	2016	---	\$870,000	---			
1	Green Bay Metro	Green Bay, De Pere, Allouez, Ash., & Bellevue	Two 35' buses	Green Bay	15/17	---	2017	---	\$860,000	---			
3	CTH GV (Monroe Rd)	Hoffman Rd to STH 172	Reconstruct w bike lane & sidewalk	BC/Bell	60/100	2017	2020	\$270,000	\$1,998,000	\$216,000	80.0%	\$1,598,400	80.0%
4	CTH C (Shawano Av)	CTH FF to Glendale Av	Reconstruct w bike lane & sidewalk	BC/How/Pitts	56/100	2017	2020	\$838,260	\$7,614,195				
5	Manitowoc Road	Allouez Av (CTH O) to Kewaunee Rd (STH 29)	Rehabilitation w bike lane & sidewa	Bellevue	53/100	2017	2020	\$462,300	\$2,035,200	\$369,840	80.0%	\$1,188,639	58.4%
6	Libal Street	STH 172 to Kalb St	Resurface w bike lane & sidewalk	Allouez	50/100	2016	2019	\$496,500	\$3,280,000				
7	CTH XX (Hoffman Rd)	East River Bridge to CTH XX (Bellevue St)	Reconstruct w bike lane & sidewalk	BC/Bell	46/100	2017	2020	\$247,500	\$1,831,000				
8	CTH HH (Vanderperren Way)	CTH AAA (Oneida St) to STH 32 (Ashland Av)	Reconstruct w bike lane & sidewalk	BC/Ash	45/100	2017	2020	\$333,000	\$2,464,200				
								\$2,647,560	\$20,952,595	\$585,840		\$2,787,039	
WisDOT estimate for STP-U = \$3,372,879										\$3,372,879			

APPENDIX B

Notice of Request for Comments and Public Hearing



STATE OF WISCONSIN
BROWN COUNTY

BROWN COUNTY PLANNING LEGALS
305 E WALNUT ST STE 320
GREEN BAY WI 543015027

NOTICE OF REQUEST FOR COMMENTS & NOTICE OF PUBLIC HEARING ON THE 2016-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE GREEN BAY URBANIZED AREA
All interested persons are invited to comment and the attached is a public hearing on the draft 2016-2020 TIP. The TIP contains a five-year program of highway, transit, transportation services for seniors and persons with disabilities, and transportation enhancement projects eligible for federal funds.
Copies of the draft TIP will be available at:
Brown County Planning Commission
305 E. Walnut St., Room 320
Green Bay, WI 54301
The public hearing will take place on:
Wednesday, September 2, 2015
Green Bay Metro
601 University Ave.
Green Bay, WI 54302
8:30 p.m.
The public review period for the TIP is scheduled for August 19 to September 18, 2015.
Unless otherwise noticed, this serves as the final program of projects.
Written comments should be mailed to:
Lisa J. Gossett, Brown County Planning Commission, PO Box 23950, Green Bay, WI 54302-3950 by September 18, 2015.
Published by:
Siney Jairo
County Clerk
BUN: Aug 18, 26 2015 WNAJLP

Being duly sworn, doth depose and say that she/he is an authorized representative of the Green Bay Press Gazette, a newspaper 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: 0000659778
No. of Affidavits: 1
Total Ad Cost: \$74.01
Published Dates: 08/19/15, 08/26/15



(Signed) Jeri Hurlbut (Date) 8/26/15
Legal Clerk



Signed and sworn before me
Alexandra Zakowski
My commission expires 3/3/19

BROWN COUNTY PLANNING LEGALS
Re: PH-TIP

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: legal@greenbaypressgazette.com

APPENDIX C

Copy of the correspondence sent to Public Participation list (over 150 individuals or entities)

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 five 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. 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 be holding the public review period and public hearing on the **Green Bay Metro 2016 Program of Projects**. These projects are individually listed in the TIP document and include:

<u>Project</u>	<u>Cost</u>	<u>Federal Funds</u>
2016 Operating Assistance	\$6,017,000	\$1,598,000
Capitalized Maintenance	\$666,000	\$533,000
Direct Allocation of Section 5339	\$291,000	\$233,000
2 Replacement 40' Buses (STP-U)	\$870,000	\$696,000
6 Passenger Shelters & Pads (Section 5339)	\$54,000	\$43,000
6 Passenger Shelters & Pads (Section 5310)	\$54,000	\$43,000
2 Bus Engine Overhauls	\$42,000	\$34,000
Transitway Resurface	\$130,000	\$104,000
Generator	\$30,000	\$24,000
Bobcat with snow plow or blower	\$17,000	\$14,000
Transfer Point Improvements	\$15,000	\$12,000
Computers and Printers	\$46,000	\$37,000
Total:	\$8,232,000	\$3,371,000

The public review period for the TIP and Metro's Program of Projects is scheduled from August 19 to September 18, 2015. The public hearing is scheduled for:

Wednesday, September 2, 2015
Green Bay Metro
901 University Ave.
Green Bay, WI 54302
6:30 p.m.

The TIP and Program of Projects will then be presented to the Brown County Planning Commission Board of Directors for final approval consideration on October 7, 2015.

A copy of the Draft 2016-2020 TIP can be found at the following: (link provided)

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,

APPENDIX D

Public Hearing Transcript

**TRANSCRIPT OF THE PUBLIC HEARING ON THE
2016-2020 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE GREEN BAY URBANIZED AREA AND ON THE
2016 GREEN BAY METRO PROGRAM OF PROJECTS**

Wednesday, September 2, 2015

**Green Bay Metro
Commission Room
901 University Avenue
Green Bay, Wisconsin
6:30 p.m.**

PRESENT: Brown County Planning Commission Board of Directors, Chuck Lamine, Lisa J. Conard, Cole Runge, Peter Schleinz, Kathy Meyer and George Thompson.

3. Public Hearing: Public hearing on the *Draft 2016-2020 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* and public hearing on the *Green Bay Metro 2016 Program of Projects*.

L. Conard stated that at last month's meeting MPO staff provided an overview of the Transportation Improvement Program (TIP) process.

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

L. Conard stated that staff will present the final TIP next month with a recommendation from the Transportation Subcommittee.

APPENDIX E

Public Review Comments

None.

APPENDIX F

MINUTES

**Environmental Resource Agency Consultation Meeting
for the
Draft 2016-2020 Transportation Improvement Program (TIP)
for the Green Bay Urbanized Area
by the Brown County Planning Commission
September 14, 2015
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
9:00 a.m.**

Attendees: None.

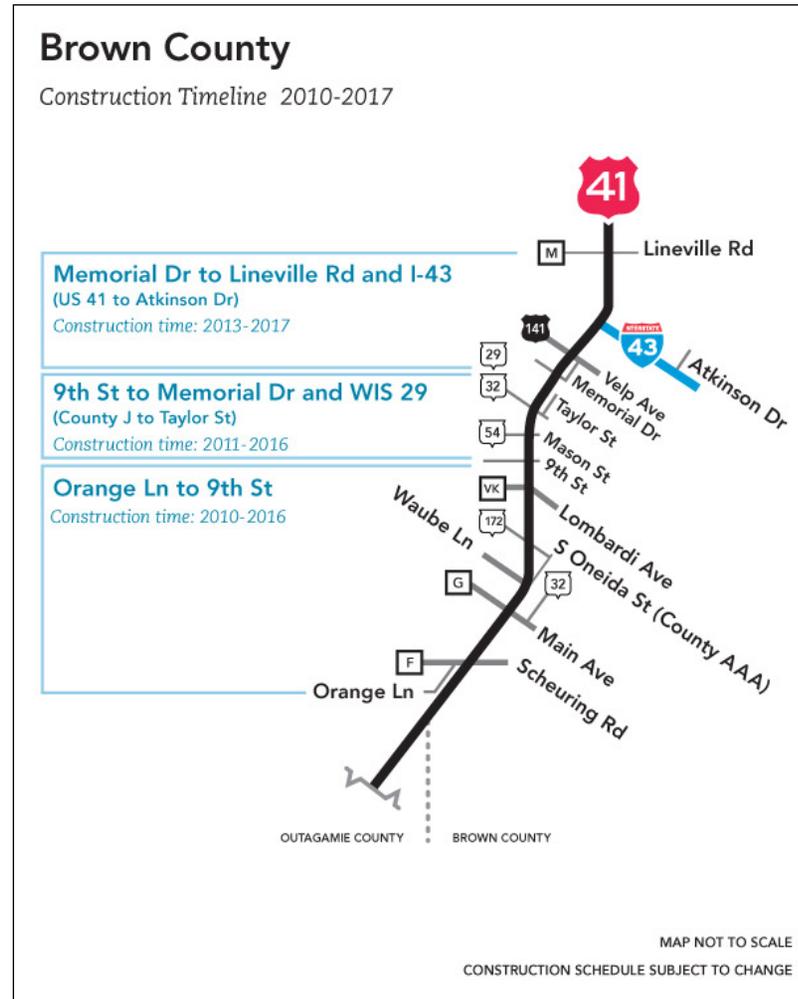
Brown County Planning Commission Staff: Lisa J. Conard

ORDER OF BUSINESS:

1. Introductions.
2. Overview of the *Transportation Improvement Program* process.
3. Review and comment on the projects contained in the *Draft 2016-2020 Transportation Improvement Program for the Green Bay Urbanized Area*.
4. Any other matters.
5. Adjourn.

APPENDIX G

WisDOT I 41 Project – Brown County Construction (Courtesy of WisDOT - <http://www.us41wisconsin.gov/overview/about-the-project>)



APPENDIX H

Transition in Programming from SAFETEA-LU to MAP-21 Funding Programs (Courtesy of FHWA)

Federal-aid highway and transit funding programs changed effective October 1, 2012 as a result of the 2012 transportation reauthorization act *Moving Ahead for Progress in the 21st Century Act* (MAP-21). The following table indicates how SAFETEA-LU funding programmed in the TIP relates to MAP-21 revenue programs while the transition in programming is underway.

Federal-aid Highway Programs

MAP-21	SAFETEA-LU
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (on NHS)
Surface Transportation Program (STP)	STP & Bridge (non-NHS)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing	Railway Highway Grade Crossing
Transportation Alternatives	Transportation Enhancements, Safe Routes to School, Recreational Trails

Federal-aid Transit Programs

MAP-21	SAFETEA-LU
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307) Job Access & Reverse Commute Program (5316) (Part)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Elderly & Persons with Disabilities Program (5310) New Freedom Program (5317)
Rural Area Formula Grants (5311)	Non-urbanized Area Formula Program (5311) Job Access & Reverse Commute Program (5316) (Part)
State of Good Repair Program (5337) (Formula)	Fixed Guideway Modernization (5309) (Discretionary)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus-Related Projects (5309) (Discretionary)
Fixed Guideway Capital Investment Grants (5309)	New Starts & Small Starts Programs (5309) (Discretionary)



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Mark Gottlieb, P.E.
Secretary

Office of the Secretary
4802 Sheboygan Avenue, Room 120B
P O Box 7910
Madison, WI 53707-7910

Telephone: 608-266-1113
FAX: 608-266-9912
E-mail: sec.exec@dot.wi.gov

January 8, 2016

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

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

Dear Mr. Davies and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the 2016-2020 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. The Wisconsin Department of Transportation (WisDOT) will reflect by reference the 2016-2019 federal aid projects covered by this approval in our 2016-2019 Statewide Transportation Improvement Program (STIP), subject to the understandings I have indicated below.

The TIP, adopted by the Brown County Planning Commission in Resolution No. 2015-08 dated October 7, 2015, represents a cooperative effort between the Metropolitan Planning Organization (MPO), local communities, the Green Bay 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 is attached.

Based on our review, we believe that the TIP 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.

Michael Davies
Marisol Simon
January 8, 2016
Page 2

In accordance with 23 CFR 450.334, 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 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94), and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US 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 324 of title 23 U.S.C., 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 2016-2019 STIP.

Sincerely,



Mark Gottlieb, P.E.
Secretary

ecc: Cole Runge, BCPC - Green Bay MPO
Dwight McComb, FHWA
William Wheeler, FTA
Brian Brock, WisDOT Northeast Region
Donna Brown-Martin, WisDOT Bureau of Planning and Economic Development

RESOLUTION NO. 2015-08

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION
APPROVING THE 2016-2020 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 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141) 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; and

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 the 2016-2020 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 MAP-21 and that the BCPC certifies that the urban transportation planning process certification requirements of 23 CFR 450.114 (c) are satisfied.

Dated at Green Bay, Wisconsin, this 7th day of October 2015.

BROWN COUNTY PLANNING COMMISSION



Norbert Dantine, Jr., President

ATTEST:



Chuck Lamine, AICP, Planning Director