

MINUTES
BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS
TRANSPORTATION SUBCOMMITTEE
Monday, January 22, 2024
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, WI 54302
10:30 a.m.

ROLL CALL

(Voting)

Heena Bhatt (Bay-Lake RPC)	<u>x</u>	Troy Parr (Oneida Nation)	<u>Exc</u>
Geoff Farr (Howard)	<u>x</u>	Marty Piette (Airport)	<u>Exc</u>
Paul Fontecchio (Brown County)	<u>x</u>	Eric Rakers (De Pere)	<u>x</u>
Sean Gehin (Allouez)	<u>x</u>	Brian Rickert (Ashwaubenon)*	<u>x</u>
Steve Grenier (Green Bay)*	<u>x</u>	Andy Smits (Suamico)	<u>x</u>
Patty Kiewiz (Green Bay Metro)	<u>Exc</u>	Teal Spellman (Bellevue)*	<u>x</u>
Jerry Lancelle (Hobart)	<u>x</u>	Nick Weber (WisDOT)	<u>x</u>

(Non-voting)

Jason Nordberg (FHWA-Madison)	<u> </u>
Matthew Schreiber, (WisDOT-Madison)	<u>Exc</u>
William Wheeler (FTA Region 5)	<u> </u>

Others Present: *Stever Birr for Brian Rickert, *Jim Brunette for Steve Greiner, Lisa Conard, Casey Krasselt, *Ben Krumenauer for Teal Spellman, Karl Mueller, Cole Runge, and Ker Vang.

ORDER OF BUSINESS

Vice-Chair S. Gehin opened the meeting at 10:30.

1. Election of Chair and Vice-Chair.

S. Gehin made a motion to elect E. Rakers as Chair and A. Smits as Vice-Chair. The motion was seconded by P. Fontecchio. Motion carried.

Chair E. Rakers continued with the meeting

2. Approval of the September 11, 2023, Transportation Subcommittee meeting minutes.

A motion was made by G. Farr, seconded by S. Gehin, to approve the September 11, 2023, Transportation Subcommittee meeting minutes. Motion carried.

3. Discussion and action regarding the Federal Surface Transportation Block Grant (STBG) Program for FFY 2024-FFY 2029.

L. Conard reminded the subcommittee that project applications were due to WisDOT on October 27, 2023. WisDOT NE Region staff reviewed the project applications to determine eligibility, provided applicants comments, and allowed applicants to update project costs on the applications if necessary.

MPO staff reviewed all of the projects. Reconstruction projects were scored using the MPO's ranking system, and, as per policy, new construction projects and transit projects are not scored. MPO staff also began laying out a draft program using WisDOT new method of programming within the annual limits vs multi-year program limits.

As the projects were being reviewed by MPO staff, staff corresponded with WisDOT DTIM staff to establish funding balances for each year through 2029. A specific discussion item was how the MPO can use its approximately \$4,500,000 in STBG carryover balance to fund projects through 2029. The answer from WisDOT was that this carryover balance is not available for projects at this time.

One tool WisDOT gave TMAs is the ability to trade funding capacity with the other TMAs in the state or with the state itself.

MPO staff also had discussions with the project applicants as to their flexibility in moving their projects from the preferred years to years that might be a better fit within the program's annual funding limits. With this, MPO staff developed a proposed project funding plan which was included in the meeting materials provided to the Transportation Subcommittee. The proposed plan is as follows:

Mather St, Locust St to Gray St - previously approved but could absorb additional dollars to reach the 80% federal funding limit. Proposal is to add \$998,409 in FFY 2027 to reach 80% federal maximum. Reconstruction to occur in 2027.

CTH O (Allouez Av), STH 57 to East River Dr - Assign \$283,000 in FFY 2027 for design and assign \$2,127,928 in FFY 2029 for reconstruction.

CTH G, CTH X to CTH GV - Assign \$2,127,928 in FFY 2029 for reconstruction in FFY 2029. No funding for design.

Libal St, LeBrun St to Hoffman Rd - Assign \$1,139,280 from proposed capacity trades, if trading partner(s) found. Reconstruction work to occur in FFY 2028. No funding for design.

South Bridge Connector, STH 32/57-CTH PP - Assign \$5,136,380 from FFY 2028 balance and up to \$946,744 from capacity trades, if trading partner(s) found.

Howard Multi-Use Bridge over Duck Creek - Move project into TAP program as TAP program will likely be a better financial fit.

The Green Bay and the other Wisconsin TMAs are scheduled to meet with WisDOT on Monday, January 29. If the Transportation Subcommittee agrees with the program as presented or would like to modify, the MPO staff will present the program and proposed trades as well as advocating for carryover funding use at the meeting.

WisDOT has asked that an STBG program be submitted by March 31; therefore, the BCPC Board of Directors will be asked to act on a program on March 6 to meet this deadline.

If the recommended program that is identified today changes substantially as a result of the January 29 meeting with WisDOT and the TMA representatives, MPO staff will convene another meeting of the Transportation Subcommittee in February to discuss these changes.

L. Conard noted that the process just described also applies to the TAP program, which is next on the agenda.

P. Fontecchio asked for clarification about funding capacity trades.

L. Conard and C. Runge explained that the TMAs collectively have approximately \$51,000,000 in annual STBG funding limits and that each TMA (such as Green Bay) has its own annual STBG funding limit. If a TMA wants to fund projects over its annual funding limit in a given year, it may trade funding capacity with another TMA. WisDOT will allow this as long as the TMAs' do not exceed the total annual statewide STBG funding limit. It may also be possible to trade funding capacity with WisDOT,

E. Rakers asked who would be in charge of keeping track of trades and funding balances.

C. Runge noted that WisDOT will keep track of trades and funding balances.

A motion was made by E. Rakers, seconded by G. Farr, to present this proposed STBG project funding plan to WisDOT and the other TMAs on January 29 with the funding capacity trades proposed by staff. Motion carried.

4. Discussion and action regarding the Federal Transportation Alternatives Program (TAP) for FFY 2024-FFY 2028.

K. Vang provided a summary of TAP projects that have already been approved for funding in previous funding cycles and stated that staff proposes funding the following additional projects:

Center for Childhood Safety, Bike and Pedestrian Safety Program – Assign \$65,398 in FFY 2027 and \$69,419 in FFY 2028.

Huron Trail, Huron Rd to Ontario Rd – Assign \$410,933 in FFY 2027.

Howard Multi Use Bridge over Duck Creek - Assign \$614,044 in FFY 2028 funds and seek capacity trade to bring project to 76% federal funds.

A motion was made by P. Fontecchio, seconded by J. Lancelle, to present this program to WisDOT and the other TMAs on January 29 with the funding capacity trades proposed by staff. Motion carried.

5. Update on the Federal Carbon Reduction Program (CRP) for FFY 2023 and FFY 2024-FFY 2026.

L. Conard noted that the federal Bipartisan Infrastructure Law (BIL) created the Carbon Reduction Program (CRP). The CRP was set up similar to the STBG and TAP, whereas the Green Bay MPO is to receive an allocation for each year of the BIL. The Green Bay MPO's average annual CRP allocation is approximately \$565,000 per year or \$2,825,000 over the life of the BIL. The Wisconsin State Legislature's Joint Finance Committee (JFC) essentially placed a hold on the program shortly after the first annual solicitation. The MPO was able to award \$45,528 to an LED street lighting project in the City of De Pere, but the MPO does not have the authority to assign additional funds at this time.

6. Discussion regarding the *Green Bay MPO 2045 Long Range Transportation Plan Update*.

K. Mueller provided the subcommittee with a Gantt chart detailing the tentative schedule for the MPO’s Long-Range Transportation Plan Update.

Tentative Schedule for Long-Range Transportation Plan Update

Major LRTP Tasks	2024												2025		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
	Q1	Q1	Q1	Q2	Q2	Q2	Q3	Q3	Q3	Q4	Q4	Q4	Q1	Q1	Q1
Review the existing LRTP, federal requirements for LRTP, and prepare outline and project schedule for LRTP update															
Introduce LRTP Update to the MPO’s Transportation Subcommittee	TS														
Collect and analyze data for LRTP; prepare maps of data															
Prepare materials for public outreach including online interactive map and survey															
Public outreach and engagement															
MPO drafts Chapter 1 - Introduction - posts on website															
MPO drafts Chapter 2 - Existing Conditions - posts on website															
MPO drafts Chapter 3 - Transportation System Performance Measures - posts to website															
MPO drafts Chapter 4 - Future Transportation System (includes emerging technologies & Title VI analysis) - posts to website															
MPO drafts Chapter 5 - Financial Capacity Analysis - posts on website															
MPO drafts Chapter 6 - Recommendations - posts on website															
MPO posts full draft on website and invites Transportation Subcommittee, Environmental Resources agencies, and Federal Transportation Agencies to comment															
Prepare public notification materials for draft LRTP															
Host public open house meeting for public to review and comment on draft LRTP														TS	
Present draft LRTP to Transportation Subcommittee and seek approval of draft (after public open house)															
30-day public review and comment period for draft LRTP (once draft is approved by Transportation Subcommittee)															
Present draft LRTP to BCPC Board of Directors															PB
Hold public hearing for draft LRTP															
Present final draft LRTP for consideration and approval to the BCPC Board of Directors															PB
Assemble final approved LRTP document; post on website and submit document to required State and Federal agencies															

* MPO staff will present various draft chapters to the Transportation Subcommittee throughout 2024; however, specific months are not identified since the meetings occur on an as-needed basis.
 ** All items listed above are tentative and subject to change; March 2025 is desired approval month; however, this may change contingent on factors described above or due to other reasons. Final approval shall be no later than October of 2025.
 *** As described in the outline, MPO staff will meet with different agencies and stakeholder groups upon request, per the outline, but because this is upon request, it is not included on this project timeline.
 TS = Transportation Subcommittee
 PB = Policy Board

K. Mueller noted that the project is scheduled to begin in 2024 and conclude in 2025. Federal law requires the Green Bay MPO’s Long Range Transportation Plan Update to be approved by October of 2025.

K. Mueller noted that the Transportation Subcommittee will serve as the advisory committee for the LongRange Transportation Plan Update.

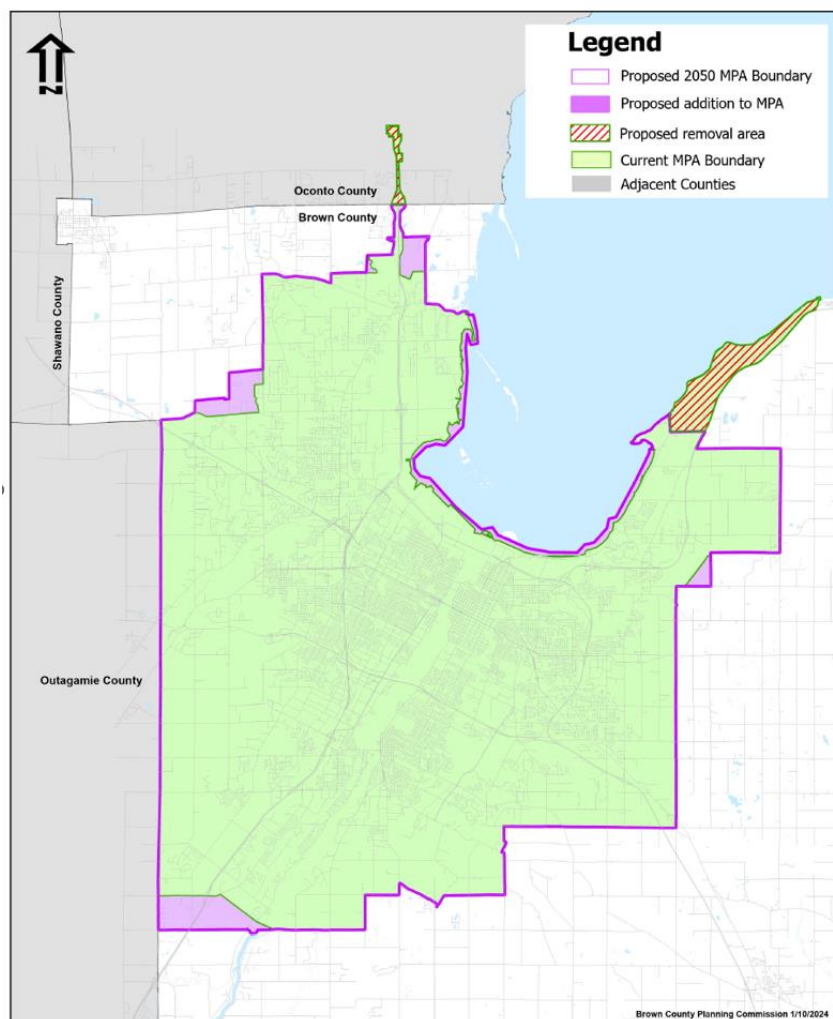
- Discussion regarding the status of the Green Bay MPO’s Adjusted Urbanized Area (UZA) Boundary, draft Metropolitan Planning Area (MPA) boundary, and functional classification update.

L. Conard provided a brief overview, noting that WisDOT and the Federal Highway Administration (FHWA) are set to approve the Green Bay MPO’s 2020 Adjusted Urbanized Area Boundary this month.

MPO staff has been busy identifying possible changes to the functional classification system based on requests made by communities, changes in average daily traffic volumes, and recently completed road construction projects (such as the STH 29/CTH VV interchange).

MPO staff has also been preparing a draft 2055 MPA boundary. L. Conard shared the draft, noting that once WisDOT / FHWA approves the 2020 UZA boundary, the MPA will be formally presented to the Transportation Subcommittee and BCPC Board of Directors for approval consideration.

Draft 2055 MPA Boundary



8. Any other matters.

None.

9. Adjourn.

A motion was made by S. Gehin, seconded by A. Smits to adjourn. Motion carried.

The meeting was adjourned at 11:12 a.m.