

2021 Coordinated Public Transit- Human Services Transportation Plan for Brown County, Wisconsin



Brown County Planning Commission/Green Bay MPO
December 2021



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Chapter 1 - Introduction

Coordinated Public Transit-Human Services Transportation Plan Requirement

The human services transportation provisions of the federal Fixing America's Surface Transportation Act (FAST Act) aim to improve transportation services for seniors, individuals with disabilities, and low income individuals by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources. To express these goals, the county is required to publish a locally-developed *Coordinated Public Transit-Human Services Transportation Plan*.

The FAST Act requires that the county *Coordinated Public Transit-Human Services Transportation Plan* identify an approved program of projects prior to distribution of funds from the Federal Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program.

In addition, the Wisconsin Department of Transportation (WisDOT) has required or recommended the following nine items be included in the plan. They include:

1. County Meeting Invitation List
2. County Meeting Participant List
3. Copy of the newspaper *Notice of Public Comment Period and Meeting*
4. County Meeting Flyer
5. County Meeting Record
6. County Inventory of Transportation Programs and Services
7. County Coordination & Assessment Action Plan
8. County List of Approved Projects for Section 5310
9. County Meeting Evaluation and Summary

All of these items are included in the plan.

Participation Process

The FAST Act also requires that the *Coordinated Public Transit-Human Service Transportation Plan* be developed through a local process that includes representatives from public and private transportation providers, human service agencies, interested parties, and the general public.

WisDOT has developed a county meeting process to comply with this requirement. In the case of Brown County, the Metropolitan Planning Organization (MPO) planners were chosen to coordinate the project, conduct meetings, and write the final report. The MPO planners were chosen because they are currently responsible for reviewing federal and state program applications, need to be aware and knowledgeable of transit programs and funding streams in each county, and are an independent and objective entity.

Brown County Planning Commission/MPO staff developed a list of potential representatives using WisDOT-endorsed guidelines and invited them to participate in the county meeting (see Appendix A for a copy of the letter requesting participation, Appendix B for a list of the Brown County meeting invitees and documentation, Appendix C for a copy of the Brown County meeting agenda, and Appendix D for a copy of the Brown County meeting flyer). In addition, Brown County Planning Commission/MPO staff established a 30-day public comment period and issued a meeting invitation to the general public (see Appendix F for a copy of the *Notice of Public Review Period and Notice of Public Meeting*).

Meeting Record

The Brown County meeting was held on October 19, 2021. The county meeting participants are listed below:

Brown County Meeting Participants List

	Name	Representing
1	Patty Kiewiz	Green Bay Metro - Director
2	Essie Fels	Green Bay Metro – Paratransit Coordinator
3	Andrea Vlach	Mobility Coordinator of Brown County
4	Tina Whetung	Curative Connections Specialized Transportation Service
5	Frank Ingram	Citizen
6	Lisa J. Conard	Brown County Planning Commission/Green Bay MPO
7	Ker Vang	Brown County Planning Commission/Green Bay MPO
8	Karl Mueller	Brown County Planning Commission/Green Bay MPO
9	Corrie Campbell	Brown County Planning Commission Board of Directors
10	Stephanie Birmingham	Options for Independent Living
11	Gail Nohr	Veterans and local advocacy organization
12	Mark Steuer	City of Green Bay – Alder for District #10
13	Jarrett Hendrickson	Via (Private Transportation Provider under contract w Green Bay Metro)
14	Autumn Linsmeier	Brown County Public Health
15	Ben Joniaux	UW-Green Bay

Chapter 2 – Demographic Profile of Targeted Population

According to the 2020 US Census, there are 268,740 people living in Brown County.

A breakdown of seniors, individuals with disabilities, and low income individuals has been provided by the 2019 US Census Bureau American Community Survey (ACS) as follows:

Senior Population

In Brown County, 37,538 people (14.0% of the population) are age 65 or older.

People with Disabilities Population

The definition used to define individuals with disabilities is:

Individuals who, because of any temporary or permanent physical or mental condition or institutional residence, are unable, without special facilities or special planning or design, to use available transportation facilities and services as effectively as persons who are not so affected.

In Brown County, 27,648 people (10.3% of the population) have a disability. Of those, 21,920 are 65 or older. Non-seniors with disabilities include 5,688 individuals or 2.1% of the population.

Low Income Individuals

The US Census defines a low income individual as one whose household income is 80% of the median household income for the area. The median household income in Brown County is \$62,340. Therefore, low income households are those with an income of \$49,872 or less.

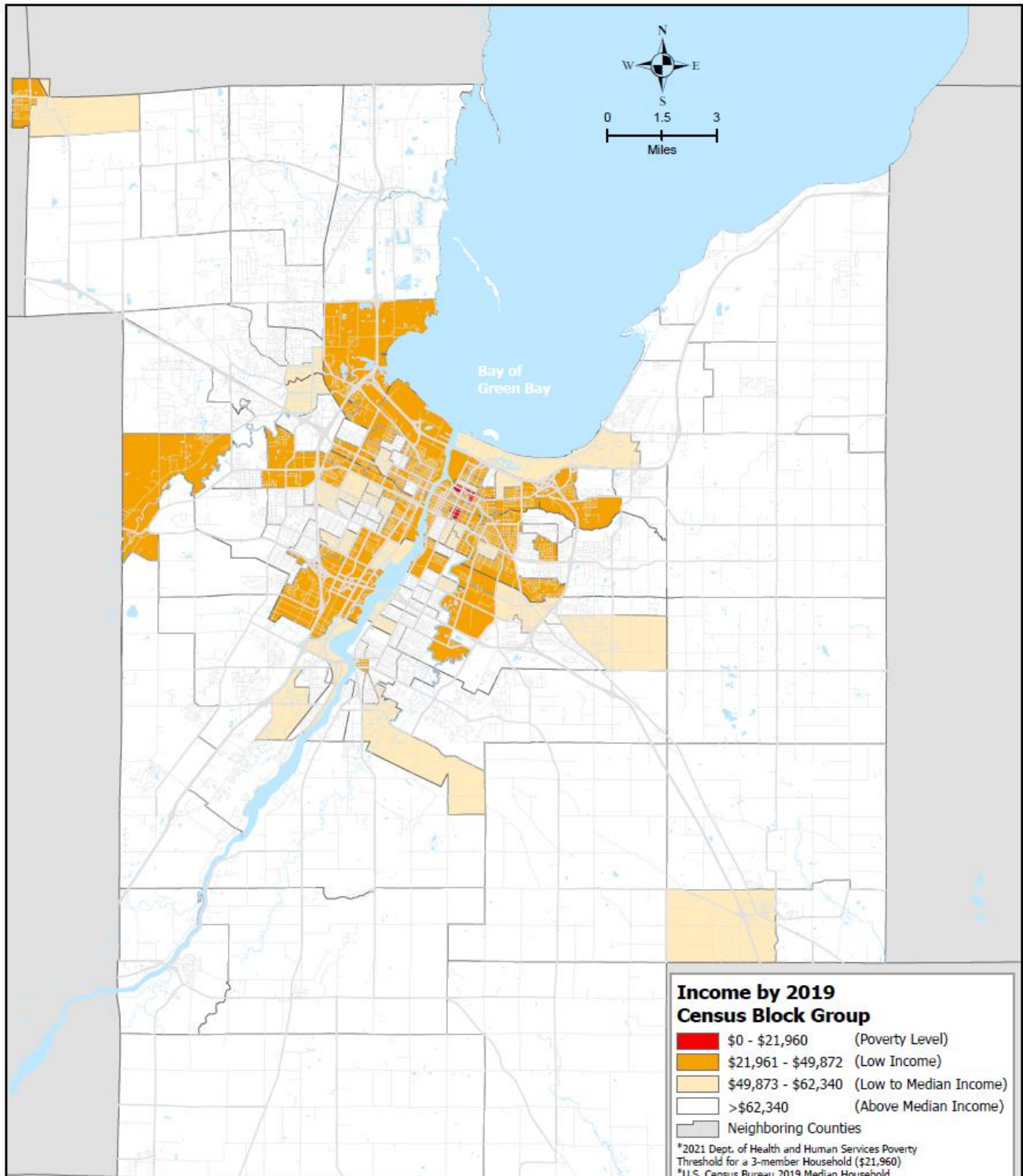
For this exercise, persons living in poverty are also identified. A person is considered living in poverty when they live in a household that has an income at or below guidelines set by the Department of Health and Human Services. The guidelines suggest that a person living in a three-person household with an income at or below \$21,960 is considered living in poverty. In Brown County, 24,825 people (9.2% of the population) live below the poverty level.

The following map depicts household income by census block group.



Income by 2019 Census Block Group

Brown County, WI



Source: Brown County Planning Commission, U.S. Census Bureau
Date: 10/13/2021

Chapter 3 – Transportation Providers in Brown County

Inventory of Public Transit-Human Services Transportation Services in Brown County

Green Bay Metro

The Green Bay Metro Transportation Center is located at 901 University Avenue in Green Bay. Passengers benefit from an indoor waiting area, information counter, bus arrival/departure boards, vending machines, and public restrooms. Outside, a large canopy covers many bus stalls to protect passengers from falling rain and snow. In addition, each bus route has a designated stall.

Green Bay Metro – 901 University Avenue, Green Bay, WI

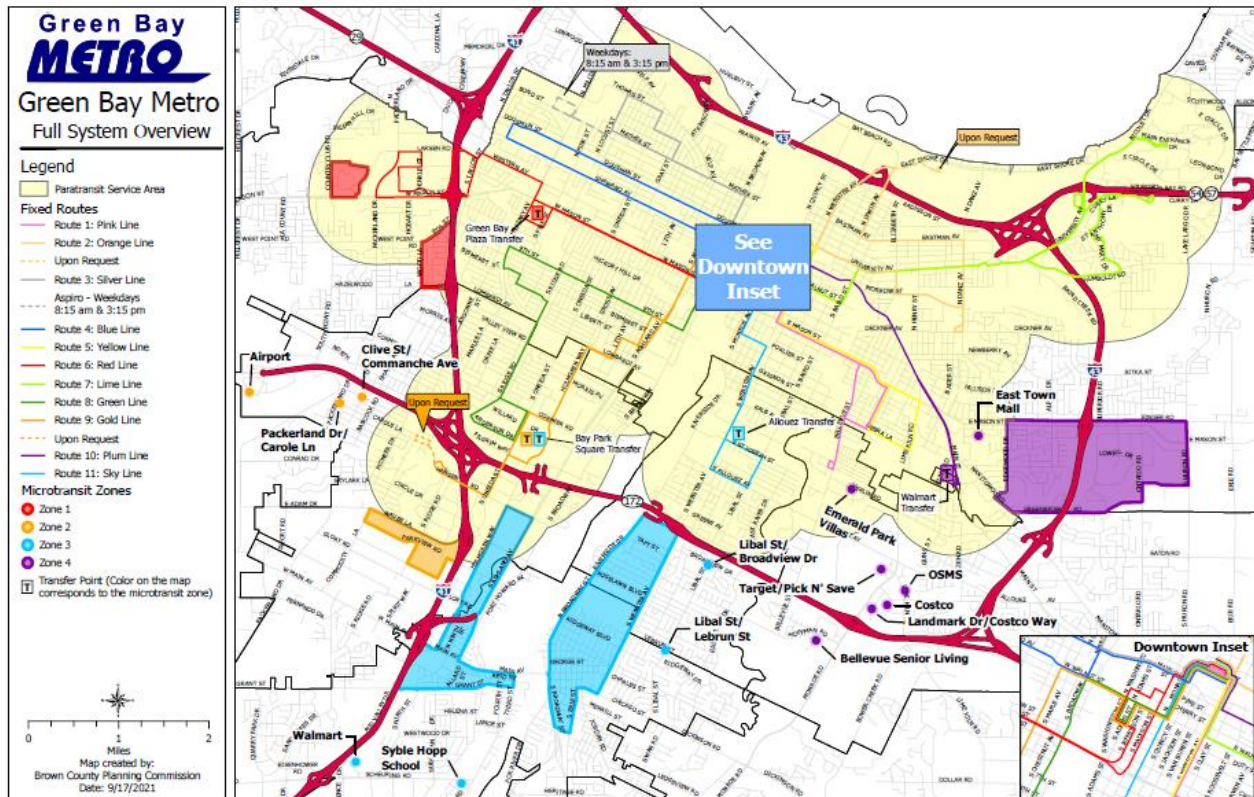


Fixed Route and Microtransit Service

Green Bay Metro operates 11 full service bus routes, three limited service bus routes, and microtransit in the Green Bay area. Services are provided to the cities of Green Bay and De Pere and the villages of Allouez, Ashwaubenon, and Bellevue. Service is provided Monday through Friday from 5:45 a.m. to 10:45 p.m. and on Saturday from 7:45 a.m. to 3:45 p.m. Service is not provided on Sunday; however, limited service routes operate for Sunday Packers home games.



Green Bay Metro Full Service Routes with Paratransit Boundary Shaded



Fixed Route and Microtransit Service Fares

The current fare structure is as follows:

Green Bay Metro Fixed Route Fares for 2016

Fare Category	Cash- No Transfer	Day Pass	30-Day Pass
Adult	\$2.00	\$4.00	\$39.00
Student (K-12)	\$1.50	\$3.00	\$26.00
Reduced Fare	\$1.00	\$2.00	\$29.00

Paratransit Program

Paratransit is an alternative to the fixed route Metro system. It is intended for people who cannot be served by Metro's fixed route buses due to disabilities. Service is more flexible in terms of scheduling and routing, is offered on a demand/response basis, and is usually provided by low capacity vehicles, such as vans. Paratransit is meant to be complementary to the fixed route system in terms of service area, service days and hours, and cost.

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 Federal Transportation Administration (FTA) funds (like Green Bay Metro) to prepare a program for providing transportation services to people with disabilities by using both lift-equipped fixed route service and complementary paratransit service. Individuals are eligible to use ADA public transportation service or paratransit if they satisfy disability standards established by the ADA.

Paratransit services are provided to individuals with qualifying disabilities to the cities of Green Bay and De Pere and the villages of Allouez, Ashwaubenon, and Bellevue within ¾ mile of the full service fixed routes. Service hours are the same as fixed route and microtransit services.

Paratransit Fares

Origin to Destination. As required by law, the origin to destination fare is based on twice the adult fixed route cash fare.

Agency Trip. An agency is defined as an organization that serves persons who qualify for human service- or transportation-related programs or services due to disabilities, income, or advanced age. Many paratransit clients receive services/support via a local human service agency, including funds for offsetting the cost of transportation. Many transit systems have implemented an agency rate. Agency rates vary and some systems charge the passenger the full cost of providing a qualifying trip.

Paratransit Fares

Fare Category	Passenger Cost per Trip
Origin to Destination	\$4.00
Agency Trip	\$19.00

Paratransit Provider

Green Bay Metro currently contracts with a private transportation company, Via, to provide this service.

Vehicles used by Via for Paratransit Services



Curative Connections Specialized Transportation Service

Curative Connections provides specialized transportation service to individuals over 60 years of age and individuals with disabilities in all of Brown County

The program offers a door-to-door service and provides rides for medical, nutrition, employment, education, and social trips. Transportation is provided in automobiles, accessible mini-vans, and accessible buses. Examples of vehicles are shown:

Curative Connection Vehicles



Funding for the operation and capital equipment for this program is provided by the State Section 85.21 program, Federal Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program, client fares, and donations. The program is supported with volunteer and paid drivers.

Service is provided Monday through Friday from 8:00 a.m. to 4:30 p.m. The cost is \$3.00 per person for a one-way trip and \$17.00 per person for a one-way agency trip.

Non-Emergency Medical Transportation (NEMT) service provided by the State of Wisconsin Department of Health Services (DHS)



Non-emergency medical transportation **may** be provided to individuals enrolled in one of the following programs:

- Wisconsin Medicaid
- BadgerCare Plus
- Family Planning Only Services
- Tuberculosis-Related Services-Only Benefit
- BadgerCare Plus Express Enrollment for Pregnant Women

Transportation is arranged through Veyo (as of November 1, 2021), Wisconsin's non-emergency medical transportation manager. Veyo may offer mileage reimbursement, a public transportation (bus) fare, or hire a private-for-profit transportation company to provide the service. Vehicles that can accommodate mobility devices are available to those who need them. The service is considered shared ride meaning an individual may share a ride with someone else who may have the same general origin and/or destination.

DHS defines the service as "last resort". Therefore, if a neighbor, friend, or relative can provide a ride to the appointment, the individual is not eligible to receive this service.

DHS publishes data such as program enrollment, number of trips provided, substantiated complaints, and reservation line hold and response times.

Approximately 9,000 trips are completed by Brown County residents each month.

Oneida Public Transit and Oneida Tribe Elder Services

Oneida Public Transit provides demand-response service using small buses. The service area primarily consists of the 65,400 acre Oneida Reservation. However, when necessary, Oneida Transit will transport passengers to medical and other appointments outside of tribal boundaries. Oneida Public Transit is a service provided for the Oneida Community and the general public.



Oneida Tribe Elder Services provides monthly Oneida Transit bus passes to working elders as well as transportation to congregate meal sites, program activities, banking, and shopping.

Salvation Army

The Salvation Army provides a limited amount of transportation services for seniors and individuals with disabilities through the use of paid staff and volunteer drivers.

Vehicles are scheduled to stop at a grocery store, bank, pharmacy, post office, and restaurant. Service is available several times per month on both the east and west sides of the Green Bay area.

The Salvation Army is a recipient of a portion of Brown County's State 85.21 allocation.

Disabled American Veterans (DAV)

The DAV is a non-profit service organization for veterans. The DAV Green Bay office provides transportation to American veterans traveling to and from Veterans Administration (VA) clinics throughout Wisconsin, including the Milo C. Huempfer Community Based Outpatient Clinic located in Green Bay. The DAV operates its own vehicles and the program is supported by a volunteer transportation coordinator and drivers.

Brown County Human Services Department Van Driver

The service provided is an individualized door-to-door van service for seniors and disabled Brown County consumers. Trips are targeted to facilitate travel to medical, day service, and day treatment settings for Brown County Human Services consumers who are unable to independently use Metro's fixed route system or live outside of the Metro service area.

Private Transportation Providers in Brown County

A number of licensed private transportation operators provide services in Brown County and are listed in the table below. Many other private companies operate in the area without a licensing credential.

**Inventory of Private Transportation Companies
Licensed by the City of Green Bay
July 2021**

1 Awesome Cab 118 N Washington St Green Bay, WI 54301 (920) 639-8687	Native Cab 3017 Gemini Rd Green Bay WI 54311 (920) 492-9294
Astro LLC 2815 Packerland Dr Green Bay WI 54313 (920) 499-9119	DBA Yellow Cab 1212 S Maple Avenue Green Bay WI 54304 (920) 435-8444
Lamers 2937 Monroe Road De Pere WI 54115 (920) 336-7220	

Uber and other Transportation Network Companies (TNCs)

TNC drivers use their own vehicles. Although TNCs can be less expensive than taxis, this service can still be cost prohibitive for many people.

Social Network

Seniors and individuals with disabilities often rely on friends, family, and neighbors to meet some or all of their transportation needs.

Intercity Bus Services

Intercity bus service is available to and from Brown County. Most services offer discounts for seniors and people with disabilities and rates vary. Services (as of the fall of 2021) are listed below.

Green Bay/De Pere to Milwaukee Service

Amtrak Thruway Bus Service provides service between Green Bay and Milwaukee along the I-41 corridor with scheduled stops in De Pere, Appleton, Oshkosh, and Fond du Lac.



Green Bay – Madison Service

Lamers Bus provides service between Green Bay and Milwaukee via I-41 with multiple stops including 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 are used to offset the cost of operating the services.

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.

2021 Wisconsin Intercity Bus Routes & Service Frequency

Service	Provider	Trips per Sunday	Trips per Monday	Trips per Tuesday	Trips per Wednesday	Trips per Thursday	Trips per Friday	Trips per Saturday
Green Bay - Madison	Lamers	1	1	1	1	1	1	1
Green Bay - Minneapolis	Jefferson Lines	1	1	1	1	1	1	1
Green Bay - Milwaukee	Amtrak, Indian Trails, Lamers, Jefferson Lines	5	4	4	4	4	5	4
Green Bay - Michigan	Indian Trails	1	1	1	1	1	1	1

Brown County Mobility Management Program

What is Mobility Management?

As defined in FTA Circular 9070.1: "Mobility Management: Consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under 49 U.S.C. Chapter 53 (other than Section 5309). Mobility management does not include operating public transportation services."

The Brown County Mobility Management Program was established in 2016 and is housed in the Green Bay Metro offices at 901 University Avenue, Green Bay. Funding for the Mobility Coordinator position is provided by State Section 85.21 and Federal Section 5310 funds.

The primary function of the Mobility Coordinator is to:

- Build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability and improving the quality of services.
- Increase freedom and independence of seniors, people with disabilities, and low income individuals by increasing knowledge of transportation options.
- Work to understand, advocate, and assist customers in finding appropriate, affordable, and accessible transportation from a network of service providers.
- Offer one-on one travel training services at no cost.
- Manage Green Bay Metro's new LIFT program. The program allows low income individuals to apply for and receive up to four free day passes per month to be used on Green Bay Metro's fixed route bus and microtransit services.
- Maintain a Transportation Options & Resources List which is updated on a regular basis and can be found here:
<https://greenbaywi.gov/DocumentCenter/View/1027/Provider-List-for-Transportation-PDF->.

Additional information regarding the program can be found at:

<https://greenbaywi.gov/368/Mobility-Management-Program>.

State of Wisconsin Section 85.21 Specialized Transportation Assistance Program for Counties

Brown County receives a Specialized Transportation Assistance Program for Counties award each year. Section 85.21 provides counties with financial assistance to provide transportation to seniors and individuals with disabilities. In 2022, Brown County proposes to use Section 85.21 funds to offset the cost of transportation services provided in Brown County as shown in the following table.

2022 Section 85.21 Funding Plan

	Brown County Health & Human Services Van Driver	Curative Connections	Salvation Army	Mobility Management of Brown County	Green Bay Metro LIFT Pass Program	Total
§85.21 - Allocation	\$30,039	\$562,274	\$8,250	\$20,106	\$4,032	\$624,701
§85.21 - Trust Fund	\$0	\$0	\$0	\$0	\$0	\$0
Brown County (Local Match)	\$6,600	\$100,656	\$1,650	\$5,026	\$1,008	\$114,940
Curative Connection (Local Match)	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Total:	\$36,639	\$672,930	\$9,900	\$25,132	\$5,040	\$749,641

Chapter 4 – Action Plan

Process

The 2021 Action Plan was developed by county meeting participants with assistance from Brown County Planning Commission/MPO staff. County meeting participants were asked to identify:

- needs and gaps in transportation services
- possible solutions to the needs and gaps
- persons or entities responsible for addressing needs and gaps
- a timeline for implementation
- roadblocks to implementation

Action Plan

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Continue holding quarterly meetings of the Brown County Transportation Coordinating Committee (TCC)*.</p> <p>*The TCC was established in 2008 by the Brown County Board of Supervisors. The TCC is an official subcommittee of the Brown County Human Services Committee. At the time of inception, MPO staff agreed to take on the management responsibilities of the TCC including scheduling meetings, developing agendas, writing staff reports, presenting content, and preparing minutes. Agendas and minutes are provided to the County Board office for publication.</p>	<p>Brown County Planning Commission/MPO</p>	<p><u>The formation of the TCC:</u> The TCC was established by the Brown County Board of Supervisors in 2008.</p> <p><u>The function of the TCC:</u> TCC members collaborate & share information on available services, assist in resolving client/provider issues, & provide advocacy on behalf of seniors & individuals with disabilities who require specialized transportation services. The TCC also reviews & makes a recommendation regarding the County's annual State 85.21 application & reviews & recommends projects funded through the Federal Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program.</p>	<p>None.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Transportation as a Need* – The Aging & Disability Resource Center (ADRC) of Brown County’s <i>Plan on Aging</i> cites transportation as a need that should be addressed. Transportation is mentioned at every listening session, planning event, & survey conducted by the ADRC staff.</p> <p>*Source: ADRC of Brown County - County Plan on Aging 2022-2024</p>	None identified	None identified.	Limited funding.

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Delay or prevent the need for specialized transportation services through travel training.</p>	<p>Brown County Mobility Management Program* and others.</p> <p>*Program established in 2016.</p>	<p>Ongoing. The Mobility Coordinator for Brown County offers one-on-one travel training for all individuals including those using mobility devices.</p> <p>Green Bay Metro produced a number of short “how to” videos to aid riders. They include, among others:</p> <ul style="list-style-type: none"> • how to ride the bus safely • how to ride the bus using a wheelchair <p>The videos are available at: www.greenbaymetro.org</p>	<p>None.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>The number of volunteer drivers & paid drivers (due to a labor shortage) available for Curative Connections Specialized Transportation Service has decreased as a result of the COVID-19 pandemic.</p>	<p>Curative Connections and others.</p>	<p>Ongoing: Continue to recruit drivers for the program.</p>	<p>COVID-19 pandemic continues to deter volunteer drivers.</p> <p>Limited funding restricts the number of paid drivers that can be hired.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Funding: To enhance and expand public transportation service for existing bus riders & make Metro a viable option for non-riders, Metro will have to raise & sustain additional money in the future. Current federal, state, & local funding sources for both operating & capital will not likely increase over the next several years.</p> <p>Continue to study the possibility of creating a Regional Transportation Authority (RTA) in the Green Bay area, Brown County, or region.</p>	<p>Green Bay Transit Commission, Green Bay Metro staff, Brown County Planning Commission/MPO, the State of Wisconsin, & the federal government.</p>	<p><u>Ongoing.</u> BCPC/MPO & Metro staffs continue to monitor federal & state funding levels.</p> <p>Staff continues to monitor state RTA enabling legislation proposals.</p>	<p>Federal and State operating assistance has remained largely status quo in recent years.</p> <p>Federal funds for capital purchases such as buses were cut dramatically with MAP-21. Available funds will increase under the new FAST Act but not to pre-MAP-21 levels.</p> <p>State of Wisconsin enabling legislation must be approved before locals can seek public approval of an RTA.</p> <p>State Legislature eliminated many of the previously-approved RTAs & voted down others.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Current transportation revenue is insufficient to meet needs. The federal gas tax was last raised in 1993 & the state gas tax was last raised in 2006. Neither has been indexed to inflation.</p> <p>Policy analysts believe that an increased tax is needed to fund & sustain transportation infrastructure & programs.</p> <p>The issue has been studied; reports have been issued, & recommendations have been put forth. However, little progress has been made toward a establishing a long-term funding solution.</p>	<p>State & federal governments.</p>	<p><u>Ongoing</u>: Wisconsin's Transportation Development Association (TDA) continues to promote its JUST FIX IT campaign. The campaign encourages the Legislature & Governor to develop a long-term sustainable solution to fund Wisconsin's transportation systems.</p>	<p>Federal & state legislative bodies have not acted.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Maximize funding programs/opportunities, including the Federal Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program and State of Wisconsin Section 85.21 County Elderly and Disabled Transportation Assistance Program.</p>	<p>Brown County Planning Commission/MPO and others</p>	<p>2021+. Curative Connections has applied & plans to continue to apply for replacement vehicles for use in its transportation program.</p> <p>2021+. Green Bay Metro continues to receive funding for the Mobility Management Program.</p> <p>2021+. Green Bay Metro is the Designated Recipient (DR) for Section 5310 program. The Green Bay Urbanized Area receives a direct allocation from the Section 5310 program. The Brown County Planning Commission Board of Directors has local approval authority for projects.</p>	<p>Annual Federal Section 5310 urban area allocation is limited to approximately \$186,000.</p> <p>Annual State Section 85.21 is limited to approximately \$625,000, not including an approximate \$125,000 local match.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Service Gaps often exist due to lack of funding & /or vehicle capacity, as a result of institutional barriers, & other reasons. Gaps need to be identified & resolved if possible.</p> <p><u>Gaps</u>: There have been requests for public transportation services to accommodate shift workers, for Sunday & holiday travelers, & to areas currently not serviced by low-cost transportation providers.</p>	<p>All. Explore public/private partnerships to fill gaps.</p>	<p><u>2021</u>. Green Bay Metro added one hour of service on weeknights from 9:45 pm to 10:45 pm to assist shift workers and others.</p>	<p>A limited number of private providers offer 24/7/365 service, but it is often much more expensive than public transportation options, which do not operate 24/7/365.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Lack of public transportation services in developed portions of the Village of Howard has been a point of discussion since the mid-1970s.</p> <p>Green Bay Metro has developed many service proposals over the years at the request of the village.</p>	<p>Green Bay Metro and the Village of Howard.</p>	<p>None.</p>	<p>The village of Howard has not been interested in contributing to the local share of operating expenses and, therefore, service has not been provided.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Non-Emergency Medical Transportation (NEMT) provided by the State of Wisconsin Department of Health Services (DHS) & Veyo (as of November 1, 2021) to qualifying Medicaid & BadgerCare Plus Members.</p> <p>This service has been historically insufficient and often leaves eligible clients without transportation. Other service quality issues have been documented and service improvements are needed</p> <p>DHS defines the service as “last resort”, meaning if you can drive or have a family member drive you to & from a medical appointment you are not eligible to receive this service.</p>	<p>Wisconsin DHS & private-for-profit transportation firm, Veyo.</p>	<p>Veyo will begin to provide service in November 2021, replacing MTM.</p> <p>Representatives of the Brown County TCC & other committees & organizations will monitor the services provided by Veyo.</p> <p>Advocacy groups have suggested a regional model may offer improved service.</p>	<p>Wisconsin Legislature approved current brokerage system structure.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
Select private intercity bus companies need to improve communication with its own clients as service is often cancelled or delayed at the last minute and passengers are stranded at the Green Bay Metro Transportation Center.	Select private Intercity bus companies.	None identified.	None identified.

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>New capabilities & opportunities are being created in both the transportation & human service communities through use of technology.</p> <p>Explore the increased use of technology.</p>	<p>Green Bay Metro, human service agencies, & Brown County Planning Commission/MPO</p>	<p><u>Ongoing</u>. Technology continues to be purchased, creating efficiencies for existing programs & creating new digital applications.</p> <p>Green Bay Metro introduced Green Bay Metro On-Demand Microtransit services in 2020 and expanded the program in August of 2021. Passengers book a ride using a smartphone and often share rides with others. The service is similar to Uber and Lyft.</p> <p>Green Bay Metro offers a Bus Tracker app, which allows fixed route bus passengers to be informed as to when their bus will arrive.</p> <p>Green Bay Metro continues to install Quantum wheelchair securement systems on buses. Increased safety, independence for the user, & operational improvements due to load-time reductions have been realized by transit systems using this technology.</p> <p>In 2020, air-purifying system were installed on all buses which dramatically reduced exposure to COVID and flu.</p> <p>Additional technology is included in Metro's Capital Improvement Program, but it is not currently funded.</p>	<p>Lack of funding is often the primary roadblock to expanding the use of technology.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Impact that on-demand service Transportation Network Companies (TNCs)* such as Uber, Lyft, & others may have on transportation services.</p> <p>* TNCs link passengers with drivers who use their own vehicles. An app is used by the passenger to request a ride. Several TNCs link wheelchair accessible vehicles to individuals needing them.</p>	None.	<u>Ongoing</u> . Identify possible opportunities & /or partnerships.	N/A

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Immediate specialized transportation services are needed (for unforeseen circumstances).</p>	<p>Public & private transportation providers.</p>	<p><u>None</u>. The Green Bay Metro paratransit program policy does not allow for same day trip requests. Federal law allows public transit systems to decline same day requests. Curative Connections will attempt to accommodate a same day request, but capacity issues may prohibit such a trip.</p>	<p>Program policy & /or program capacity issues.</p> <p>A limited number of private providers offer this service, but this service can be cost prohibitive for some people.</p>

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
The impact of driverless or autonomous cars will likely enhance mobility for all, including seniors and persons with disabilities.	None identified.	<u>Ongoing</u> . Driverless cars have become legal and have been introduced in several states. Wisconsin is not currently one of them.	Local, State, and or Federal laws may govern where and when the vehicles are allowed to operate.

Issue/Action	Responsible Party	Timeline	Roadblock to Implementation
<p>Engineering. Physical barriers, such as lack of sidewalks & curb cuts, restrict access to transportation services.</p>	<p>Brown County municipalities, Brown County Department of Public Works, State of Wisconsin, & private developers.</p>	<p><u>Ongoing.</u> The need for improved land use decisions & transportation design policies are addressed in many local comprehensive plans, the Transit Development Plan, the Green Bay MPO's Long-Range Transportation Plan, & other planning documents.</p>	<p>Local/county/state policies & funding.</p>
<p>Educate local, state, & federal elected officials (policy makers) & the general public of the need for specialized transportation services. The need for specialized transportation services will increase as Brown County's population ages. Also develop an advocacy strategy.</p>	<p>Brown County TCC, Brown County Planning Commission/Green Bay MPO, Green Bay Metro, & other committees & organizations.</p>	<p><u>Ongoing.</u> Brown County TCC membership includes an elected official & members of various advocacy groups.</p> <p><u>Ongoing.</u> BCPC staff serves on the NE Wisconsin Regional Access to Transportation Committee (NEWRATC). Funding & advocacy are key components of the committee's work.</p> <p><u>Ongoing.</u> BC Homeless & Housing Coalition, Bay Area Community Council, Job Center of Wisconsin/Mobility Manager, United Way, JOSHUA, ESTHER, & many others have brought the issue forward.</p>	<p>To be determined.</p>
<p>Engage seniors, individuals with disabilities, low-income individuals, & agency staff who represent them in the development of transportation plans & policies.</p>	<p>Brown County Transportation Coordinating Committee, Brown County Planning Commission/MPO, Green Bay Metro, human services agencies & advocates.</p>	<p><u>Ongoing.</u> The Brown County TCC's membership includes advocates for seniors, individuals with disabilities, & low income individuals. Many local organizations routinely conduct listening sessions, surveys, & publish results & recommendations.</p>	<p>None.</p>

Chapter 5 - Program of Projects

2022-2026 Program of Projects

The FAST Act requires the county *Coordinated Public Transit-Human Services Transportation Plan* to identify an approved program of projects prior to the distribution of funds from the federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

The following table summarizes the approved 2022-2026 program of projects for Brown County. The program of projects was unanimously approved by the participants in the October 19, 2021, *Coordinated Public Transit-Human Services Transportation Plan* meeting.

**2022-2026
Program of Projects for Brown County
Projects Pending Approval**

Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities capital projects can be funded at 80% federal and 20% local. Operating projects can be funded with a 50% split.

Program	2022 Projects	2023 Projects	2024 Projects	2025 Projects	2026 Projects
Section 5310	<u>Curative Connections</u> Vehicles and/or operating assistance for use in the Specialized Transportation Program.				
Section 5310	<u>Green Bay Metro</u> Brown County Mobility Management Program. Mobility Coordinator position and equipment such as wheelchair securement devices and accessible shelters.				
Section 5310	<u>Green Bay Metro</u> Per Section 5310, as the designated recipient, Green Bay Metro, will be assigned 10% of program funds for administration costs each year.				
Section 5310	<u>Green Bay Metro & others</u> Grouped Projects – To Be Determined. Project(s) must be derived from the coordinated plan. Projects may include capital and/or operating and can include specialized vehicles for the transportation for seniors and individuals with disabilities, related equipment, or funds to offset operating costs.				

The county meeting participants approved proceeding with the 2022-2026 Program of Projects at the October 19, 2021 meeting.

Chapter 6 – Conclusion

Conclusion

The working group met on October 19, 2021, identified concerns, and developed an action plan. The working group also approved the program of projects contained in this report.

County Meeting October 19, 2021

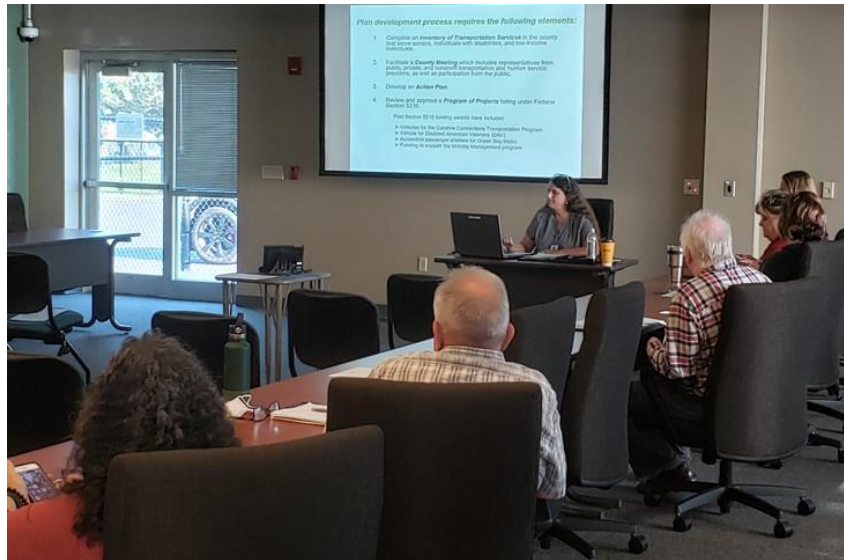


Photo by the Brown County Planning Commission

Appendices

**Appendix A
Brown County Meeting –
Letter of Invitation to Participate**

Dear Invitee:

Federal transportation law requires projects falling under the Section 5310 Enhanced Mobility of Seniors and Persons with Disabilities Program to meet certain requirements in order to receive funding.

One of the requirements is that Section 5310 projects be part of a locally developed coordinated public transit - human services transportation plan. This plan is required to be developed through a process that includes representatives of public and private transportation providers and the general public.

The Wisconsin Department of Transportation developed a county meeting process to comply with the requirements. In the case of Brown County, the Metropolitan Planning Organization (MPO) planners were chosen to coordinate and conduct the meeting because they are currently responsible for reviewing federal and state program applications, need to be aware and knowledgeable of transit programs and funding streams in each county, and are an independent and objective entity.

The meeting for Brown County's plan is scheduled for:

**3:00 p.m.
Tuesday, October 19, 2021
Green Bay Metro Transportation Center Commission Room
901 University Avenue
Green Bay, Wisconsin**

You are being asked to participate in the meeting because you represent one or more of the following entities:

- Local consumers of specialized transportation services (seniors and persons with disabilities)
- Local transportation providers
- Local nursing home representatives
- Local assisted living care facilities representatives
- Local major employers
- General public

In addition to identifying the program of projects that will appear in the plan, the meeting will include completing an assessment of human services transportation issues and developing an action plan.

Please respond to this meeting invitation by Monday, October 18 by calling Lisa J. Conard at (920) 448-6489 or by email at Lisa.Conard@browncountywi.gov if you plan to attend. I look forward to seeing you on **October 19**.

Sincerely,

Lisa J. Conard
Principal Planner

Appendix B Brown County Meeting - Agenda

AGENDA

Coordinated Public Transit – Human Services Transportation Plan
for Brown County, Wisconsin
Tuesday, October 19, 2021
Green Bay Metro Transportation Center Commission Room
901 University Avenue
Green Bay, Wisconsin
3:00 p.m. – 4:15 p.m.

ORDER OF BUSINESS

1. Welcome and introductions.
2. Discussion of the federal requirement for a *locally developed coordinated public transit-human services transportation plan*.
3. Assessing specialized transportation services in Brown County.
4. Populations of seniors, individuals with disabilities, and low-income individuals.
5. Presentation from:

Andrea Vlach, Mobility Coordinator, Green Bay Metro

Specialized Transportation Mobility Coordination Program for Brown County

6. Review progress of the current *Brown County Coordinated Public Transit-Human Services Transportation Plan's* Action Plan.
7. Identification of transportation service needs and gaps by meeting participants.
8. Approval of the 2022-2026 *Program of Projects*.
9. Other matters.
10. Adjourn.

Please **RSVP** to Lisa J. Conard at Lisa.Conard@browncoutnywi.gov or (920) 448-6489 by Monday, October 18.

ANY PERSON WISHING TO ATTEND WHO, BECAUSE OF A DISABILITY, REQUIRES SPECIAL ACCOMMODATION SHOULD CONTACT THE BROWN COUNTY PLANNING COMMISSION OFFICE AT (920) 448-6480 AT LEAST TWO BUSINESS DAYS BEFORE THE MEETING SO ARRANGEMENTS CAN BE MADE.

Appendix C
Brown County Meeting - List of Invitees
Worksheet to Document County Meeting Invitations

	Name	Agency	Representing
1	Abby Brezinski	Olde Norwood	Neighborhood Association
2	Alex Gramovot	WI Department of Transportation	WisDOT staff
3	Alex Zacarias	Boys & Girls Club	Environmental Justice Organization/Title VI populations
4	Amanda Johnson	Howe Neighborhood Family	Local Resource Agency/Title VI population
5	Amber Hanson	Forward Service Corporation	Local Service Agency/Low Income Workforce
6	Andrea Huggenvik	Green Bay YWCA	Environmental Justice Organization
7	Andrea Vlach	Brown County Mobility Coordinator	Green Bay Metro
8	Andrew Vissers	Village of Bellevue	Transportation Subcommittee/Sub
9	Andy Dopuch	Annas House Assisted Living 1 & 2	CBRF
10	Andy Smits	Village of Suamico	Transportation Subcommittee
11	Anissa Smith	Brown Co Community Treatment Center Bay	CBRF
12	Ashley Van Dinter	Allouez Parkside Village 1 & 2	CBRF
13	Ashley Vandinter	Tender Hearts Assisted Living Bldng 1	CBRF
14	Ashley Vandinter	Tender Hearts Assisted Living Bldng 2	CBRF
15	Autumn Linsmeier	Brown County Health Department	Transportation Subcommittee
16	Barbara Hameister	Clarity Care Bernard On Hoffman	CBRF
17	Barbara Hameister	Clarity Care Cardinal	CBRF
18	Barbara Hameister	Clarity Care Manette	CBRF
19	Barbara Hameister	Clarity Care Shawano Avenue Apartments	CBRF
20	Barbara Hameister	Durham	CBRF
21	Barbara Kuehn Schumacher	Fort Howard Apartments	Senior/Low-Income Apartment Provider
22	Beth Nadolski Spears	Maple Arches	Neighborhood Association
23	Bill Wheeler	Federal Transit Administration	FTA staff
24	Bill Young	Kennedy Park	Neighborhood Association
25	Brenda Lee Carpenter	Grancare Gardens	CBRF
26	Brian Covey	Forward Service Corporation	Local Service Agency/Workforce & Low Income
27	Bridget Clancy	Syble Hopp	Brown County TCC
28	Brittany Cobb	Grancare Nursing Center	Nursing Home
29	Brittany Pyatt	Fort Howard	Neighborhood Association
30	Brown County Central Library	Brown County Central Library	Brown County Library
31	Brown County Homeless & Housing Coalition	Brown County Homeless & Housing Coalition	Local Resource Agency
32	Carey Danen	City of De Pere	Local Government Unit within MPO Planning Boundary
33	Carina Abrego-Koch		Racial Equity Ad Hoc Committee
34	Carol Moore	Oneida Public Transit System - Manager	Oneida Tribe of Indians
35	Celestine Jeffreys	City of Green Bay	Local Government Unit within MPO Planning Boundary
36	Charity Beschta	Rennes Health And Rehab Center-Depere	Nursing Home

37	Chris Garcia	Bay Lake Regional Planning Commission	Transportation Subcommittee
38	Christel Giesen	ADRC	Brown County TCC
39	Cody Kivisto	Odd Fellow Home	Nursing Home
40	Cole Runge	Brown County Planning Commission	Brown County TCC
41	Community Service Agency Inc. (COMSA)	Community Service Agency Inc. (COMSA)	Environmental Justice Organization
42	Corrie Campbell	Village of Ashwaubenon	Brown County Planning Commission
43	Cyndi Garbisch	Oaks Fam Care Ctr Grant St	CBRF
44	Cyndi Garbisch	Oaks Fam Care Ctr Oakland House	CBRF
45	Dan Lindstrom	City of De Pere	Brown County Planning Commission
46	Dan Segerstrom	Villages of Denmark, Pulaski, and Wrightstown	Brown County Planning Commission
47	Dan Teaters	Town of Ledgeview	Bike/Ped
48	Dan Theno	Oak Grove	Neighborhood Association
49	Daniel J. McGrath	US Coast Guard	Environmental Resource Agency
50	Darin Duvall	New Perspective-Howard	CBRF
51	Dave Kaster	Village of Bellevue	Brown County Planning Commission
52	Dave Merkley	Cottonwood Manor Assisted Living	CBRF
53	Dave Merkley	Scandinavian Court Assisted Living	CBRF
54	David Catalano	McAuliffe Park	Neighborhood Association
55	David Cuene	Owner of Dealership	Local Business/Interested party
56	David Johnson	Wisconsin Bureau of Aeronautics	Environmental Resource Agency
57	David Larson	Anna John Resident Centered Care Community	Nursing Home
58	David Wickman	Oaks Fam Care Ctr Christiana	CBRF
59	Dawn Mcabee	Hil Maple Crest	CBRF
60	Dawn Mcabee	Hil Rockwood Heights	CBRF
61	Dawn Ziemendorf	Hil Fox Run	CBRF
62	Dawn Ziemendorf	Hil Oriole	CBRF
63	Dean Erickson	Villages of Denmark, Pulaski, and Wrightstown	Brown County Planning Commission
64	Dean Haen	Brown County Port & Resource Recovery	Port of Green Bay
65	Debra Tilot	Starlite	Neighborhood Association
66	Delores Moyer	Bay Harbor Assisted Living Suamico I	CBRF
67	Delores Moyer	Bay Harbor li	CBRF
68	Denise Misovec	Curative Connections	Brown County TCC
69	Dennis Hanson	Lss North View House	CBRF
70	Dennis Hanson	Lss Preble House	CBRF
71	Devin Yoder	Brown County Planning Commission	Planning
72	Devon Christianson	Brown County Aging & Disability	Brown County TCC
73	Devon Coenen	Brown County Board (Rural)	Brown County Planning Commission
74	Diana Penkiunas	Wisconsin Historical Society	Environmental Resource Agency
75	Diane Barlament	Bay Bus Shuttle LLC	Private Transportation Provider
76	Diane Paoni	WI Department of Transportation	WisDOT staff
77	Disabled American Veterans	Disabled American Veterans	Environmental Justice Organization
78	Dolores Mantik	Angels Touch Assisted Living	CBRF
79	Dolores Mantik	Angels Touch Assisted Living	CBRF
80	Dolores Mantik	Angels Touch Assisted Living	CBRF

81	Dotty Juengst	City of Green Bay	Brown County Planning Commission
82	Doug Martin	Village of Ashwaubenon	Transportation Subcommittee
83	Doug Schneider	Green Bay Press-Gazette	Media
84	Ed Kazik	Village of Hobart	Transportation Subcommittee
85	Elisabeth Beyer	Bishops Court	CBRF
86	Elizabeth Hudak	City of Green Bay	Brown County Planning Commission
87	Emily Jacobson	Brown County	Brown County Planning Commission
88	Emily Ysebaert	Green Bay Transit Commission	Green Bay Transit Commission
89	Eric Gorder	Green Bay YMCA - East	Environmental Justice Organization
90	Eric Rakers	City of De Pere	Transportation Subcommittee
91	Erin Roznik	Design Specialist	City of Green Bay
92	Essie Fels	Green Bay Metro - Paratransit	Brown County TCC
93	Francisca Holmes	Marla Vista Assisted Living	CBRF
94	Francisca Holmes	Marla Vista Gardens	CBRF
95	Garritt Bader	Whitney Park	Neighborhood Association
96	Gary Pahl	Towns of Lawrence and Wrightstown	Brown County Planning Commission
97	Genny Willemon	Brown County Human Services	Brown County TCC
98	Geoff Farr	Village of Howard	Brown County Planning Commission & Transportation Sub
99	Glen Severson	Village of Hobart	Brown County Planning Commission
100	Green Bay Area Public Schools	Green Bay Area Public Schools	Environmental Justice Organization
101	Hannah Schad	Mccormick Assisted Living	CBRF
102	Heather Hintz	Matthews Of Wrightstown	CBRF
103	Holly Walton	Curative Connections	Brown County TCC
104	Ian Agar	Brown County Human Services	Brown County TCC
105	James Petitjean	Oneida Tribe of Indians - Business Analyst	Environmental Justice Organization
106	Jamie Broehm	Oconto County Principal Planner	Local Government Unit within MPO Planning Boundary
107	Jamie Hanner	Green Bay YMCA - Ferguson	Environmental Justice Organization
108	Jamie Martens-Manns	Sage Meadow Depere	CBRF
109	Jane Newlun	Hampton Manor	CBRF
110	Janet Bonkowski	UW-Green Bay	Local College
111	Jarrett Hendrickson	Via	Brown County TCC
112	Jayne Valentine	Mason Manor	Senior/Low-Income Apartment Provider
113	Jean Hutte	Bay Highlands	Neighborhood Association
114	Jeanette Nelson	WI Department of Transportation	Transportation Subcommittee
115	Jennalee Lundquist	Caraton Commons 1	CBRF
116	Jennalee Lundquist	Caraton Commons 2	CBRF
117	Jennalee Lundquist	Caraton Commons 3	CBRF
118	Jennalee Lundquist	Caraton Commons Green Bay 1	CBRF
119	Jennalee Lundquist	Caraton Commons Green Bay 2	CBRF
120	Jennie Lindner	Alpha Senior Concepts	CBRF
121	Jennifer Crawford	Century Ridge Of Green Bay I	CBRF
122	Jennifer Crawford	Century Ridge Of Green Bay li	CBRF
123	Jennifer Owens	Wyndemere Aspen House	CBRF

124	Jennifer Owens	Wyndemere Birch House	CBRF
125	Jennifer Owens	Wyndemere Cedar House	CBRF
126	Jenny Mayville	Sherwood Place	CBRF
127	Jessica Atkinson	Woodside Manor I li lii lv	CBRF
128	Jessica Franco-Morales	Green Bay Transit Commission	Green Bay Transit Commission
129	Jessica Kempke	US Army Corps of Engineers	Environmental Resource Agency
130	Jim Doperalski	Wisconsin DNR - Northeast Region	Environmental Resource Agency
131	Jim Kuehn	WI Department of Transportation	WisDOT staff
132	Jim Ridderbush	Marquette Park	Neighborhood Association
133	Jimmy Clark	WDUZ Radio	Media
134	Joe Aulik	Brown County Veterans Office	Environmental Justice Organization
135	Joe Morgan	Nicolet Drive	Neighborhood Association
136	John Corpus	Oak Park Place Of Green Bay	CBRF
137	John Trester	Bay Shore Bicycle Club	Bike/Ped
138	Jonathon LeRoy	City of Green Bay	Brown County Planning Commission
139	Jose Villa		Racial Equity Ad Hoc Committee
140	Josh Theis	Green Bay Health Services	Nursing Home
141	JOSHUA	JOSHUA	Environmental Justice Organization
142	Joy Glass	Fisk Addition	Neighborhood Association
143	Joy Koomen	Towns of Holland and Morrison	Brown County Planning Commission
144	Julie Armeth	League of Women Voters	League of Women Voters
145	Julie Tetzlaff	Cerebral Palsy	Brown County TCC
146	Karl Mueller	Brown County Planning Commission	Green Bay MPO
147	Karrie Schultz	Salvation Army	Environmental Justice Organization
148	Kasey Hock	Western Corridor	Neighborhood Association
149	Katherine Patterson	WI Department of Transportation	WisDOT staff
150	Kathy Jerry	Schmitt Park	Neighborhood Association
151	Katie Doble	ASPIRO	Brown County TCC
152	Kayla Branam	Navarino	Neighborhood Association
153	Kaylyn Dault	Cardinal Ridge Residential Care	CBRF
154	Ker Vang	Brown County Planning Commission	Green Bay MPO/Hmong/Title VI Population
155	Kevin Kuehn	Green Bay Transit Commission	Green Bay Transit Commission
156	Kevin Lapointe	Lafrank Cbrf	CBRF
157	Kevin Lapointe	Ridge Pointe Cbrf	CBRF
158	Kevin Lapointe	Servais Pointe Cbrf	CBRF
159	Kim Pahlow	Brown County	Environmental Justice Organization
160	Krista Knigge	Wisconsin DATCP	Environmental Resource Agency
161	Lamers Bus Lines Inc	Lamers Bus Lines Inc	Private Transportation Provider
162	Lane Morein	Acs Green Bay	CBRF
163	Leslie Asare	Green Bay YWCA	Environmental Justice Organization
164	Lily Rhode	Tank Park	Neighborhood Association
165	Lindsay Frederick	Courtyard At Bellevue	CBRF
166	Lisa Conard	Brown County Planning Commission	Brown County TCC
167	Lisa Schwendeman	Hil Meadow Ridge	CBRF

168	Lisa Schwendeman	Hil Westplain	CBRF
169	Lisa Wanek	Oaks Fam Care Ctr Cari House	CBRF
170	Lisa Wanek	Oaks Fam Care Ctr Damian House	CBRF
171	Long Vue	Hmong	Environmental Justice Organization
172	Lori Stuckert	Bay Area Community Council	Local Think Tank
173	Lorrie Ryczek	Reflections At Moraine Ridge	CBRF
174	Louise Pardon		Racial Equity Ad Hoc Committee
175	Marcia Sengstock	Green Bay YMCA - West	Environmental Justice Organization
176	Mark Handeland	Town of Ledgeview	Brown County Planning Commission
177	Mark Hilliker	Inclusa	MCO
178	Mark Thomson	Village of Suamico	Brown County Planning Commission
179	Mark VanLanen	Elite Shuttle LLC	Private Transportation Provider
180	Marty Piette	Austin Straubel International Airport	Transportation Subcommittee
181	Mary Derginer	ADRC Board	Brown County TCC
182	Mary Forlenza	Federal Highway Administration	FHWA staff
183	Mary Schlautman	ADRC	Brown County TCC
184	Matt Buchanan	Development Specialist	City of Green Bay
185	Matthew Harris	Village of Allouez	Brown County Planning Commission
186	Matthew O'Neil	Salvation Army	Environmental Justice Organization
187	Matthew Woicsek	City of Green Bay	Brown County Planning Commission
188	Mckenzie Thiel	Crossroads Care Center Of West Green Bay	Nursing Home
189	Megan Borchardt	TCC	Brown County TCC
190	Megan Dennison	Edenbrook Of Green Bay	Nursing Home
191	Megan Popkey	Northeast WI Tech College	Local College Tech
192	Meghan Mehlberg	Woodside Lutheran Home	Nursing Home
193	Melanie Maczka	Hispanic Community Resource Center	Environmental Justice Organization/Local Resource/Title VI
194	Melinda Eck	John Muir Park	Neighborhood Association
195	Melissa Barker	Country Villa Assisted Living Pulaski	CBRF
196	Michael Conley-Kuhagen		Brown County TCC & Green Bay Transit Commission
197	Michael Miller	Residence By Rennes	CBRF
198	Michael Poradek	Fireman's Park	Neighborhood Association
199	Mike Goral	Towns of Eaton and New Denmark	Brown County Planning Commission
200	Miriah Kelley	Seymour Park	Neighborhood Association
201	Mitch Batuzich	Federal Highway Administration	FHWA staff
202	Nick Uitenbroek	Brown County Public Works	Transportation Subcommittee
203	Nicole Silta	Autumns Promise Assisted Living Llc	CBRF
204	Nicole Slayton	Carrington Assisted Living	CBRF
205	Nikki Tolzman Town Clerk	Little Suamico Town Hall	Local Government Unit within MPO Planning Boundary
206	Norbert Dantine Jr	Towns of Green Bay and Humboldt	Brown County Planning Commission
207	Nyna Frelich	Northwest Railway Gardens	Neighborhood Association
208	Office of Communications	St Norbert College	Local College
209	Pat Hopkins	Brown County (De Pere)	Brown County Planning Commission
210	Pat Virtues	Oconto County Planning Zoning & Solid Waste	Local Government Unit within MPO Planning Boundary

211	Patrick Wetzel	Town Administrator	Local Government Unit within MPO Planning Boundary
212	Patty Kiewiz	Green Bay Metro	Brown County Planning Commission
213	Paul Blindauer	City of Green Bay	Brown County Planning Commission
214	Paul Fontecchio	Brown County Public Works	Transportation Subcommittee/Sub
215	Paula Breese	Family and Childcare Resources of NE Wisconsin	Environmental Justice Organization
216	Pete Fasbender	US Fish and Wildlife Service	Environmental Resource Agency
217	Pete Shedlosky	Preble Park	Neighborhood Association
218	Phillip Hilgenberg	City of Green Bay	Brown County Planning Commission
219	Pooja Bambha-Arora		Racial Equity Ad Hoc Committee
220	Portia Georgia	Mahon Creek	Neighborhood Association
221	Rachel Chvala	Cfaa Inc	CBRF
222	Randy Griswold	Fritsch Park	Neighborhood Association
223	Randy Scannell	Green Bay Transit Commission	Green Bay Transit Commission
224	Rashad Cobb	Green Bay Transit Commission	Green Bay Transit Commission
225	Rick Sense	Green Bay Area Chamber of Commerce - Marketing & PR	Chamber of Commerce/Economic Development
226	Robin Scott	We All Rise: African American Resources Center	Environmental Justice Organization/Local Resources Agency
227	Roger Kolb - Chair	Green Bay Transit Commission	Green Bay Transit Commission
228	Ron Dehn	Astor	Neighborhood Association
229	Russ Drunert	A&J Mobility	Private Transportation sale/rental
230	Ryan Farrell	Royal Ponds Preserve	Neighborhood Association
231	Ryan Groshek	Olde Preble	Neighborhood Association
232	Sam Bartels	MacArthur Heights	Neighborhood Association
233	Samantha Behling	Brown County Community Treatment Center/bayshore Village	Nursing Home
234	Sandy Popp	Options for Independent Living	Brown County TCC
235	Sara Muhlbauer	Lakeland Care	MCO
236	Sarah	Brown County Unity Way	Environmental Justice Organization
237	Sarah Luechow	King of Arms	Neighborhood Association
238	Scott DeBaker	Red Smith	Neighborhood Association
239	Sharon	A-1 Medi Mobile	Private Transportation Provider
240	Shawn Ramirez	Emerald Bay Memory Care	CBRF
241	St. John's Homeless Shelter	St. John's Homeless Shelter	Environmental Justice Organization
242	Stacie Cutbank	Oneida Tribe of Indians	Environmental Resource Agency
243	Staff	US Environmental Protection Agency - Region 5	Environmental Resource Agency
244	Staff	Volunteer Center	Local Resource Center
245	Staff	National Park Service - Midwest Regional Office	Environmental Resource Agency
246	Stephanie Anderson	Bufflehead Lane	CBRF
247	Stephanie Anderson	Burgoyne Court I & 2	CBRF
248	Stephanie Anderson	Innovative Services Inc Diversion Facility	CBRF
249	Stephanie Anderson	Libal Street Home	CBRF
250	Stephanie Anderson	Schumacher House	CBRF
251	Stephanie Anderson	Verlin Road	CBRF
252	Stephanie Birmingham	Options	Brown County TCC

253	Steve Deneys	Towns of Pittsfield and Scott	Brown County Planning Commission
254	Steve Gander	Towns of Glenmore and Rockland	Brown County Planning Commission
255	Steve Grenier	City of Green Bay	Brown County Planning Commission
256	Steve Kubacki	Village of Bellevue	Transportation Subcommittee/Sub
257	Supervisor Amanda Chu	Brown County	Racial Equity Ad Hoc Committee
258	Tana Koss	Our Place	CBRF
259	Tara Cribb	Northeast WI Tech College	Local College Tech
260	Tara Yang	Main Oriental Store/Hmong Community	Local Resource/Title VI populations
261	Tim Bauer	Green Bay YMCA - Broadview	Environmental Justice Organization
262	Tina Whetung	Curative Connections	Brown County TCC
263	Tom Klimek	Escanaba Lake Superior Railroad	Transportation Subcommittee
264	Tom Schappa	Wilder Park	Neighborhood Association
265	Tom Wyckoff	Green Bay YMCA - Ferguson	Environmental Justice Organization
266	Toni Carter	Patient Pines Assisted Living Inc	CBRF
267	Toni Carter	Patient Pines Assisted Living Inc	CBRF
268	Toni Odgers	Mather Heights	Neighborhood Association
269	Town Clerk	Town of Ledgeview	Local Government Unit within MPO Planning Boundary
270	Town Clerk	Town of Scott	Local Government Unit within MPO Planning Boundary
271	Town Clerk	Town of Lawrence	Local Government Unit within MPO Planning Boundary
272	Town Clerk	Town of Eaton	Local Government Rural
273	Town Clerk	Town of Glenmore	Local Government Rural
274	Town Clerk	Town of Green Bay	Local Government Rural
275	Town Clerk	Town of Holland	Local Government Rural
276	Town Clerk	Town of Humboldt	Local Government Rural
277	Town Clerk	Town of Morrison	Local Government Rural
278	Town Clerk	Town of New Denmark	Local Government Rural
279	Town Clerk	Town of Pittsfield	Local Government Rural
280	Town Clerk	Town of Rockland	Local Government Rural
281	Town Clerk	Town of Wrightstown	Local Government Rural
282	Troy Parr	Little Bear Development Center	Oneida Tribe of Indians Planning Department
283	Troy Streckenbach	Brown County Executive	Brown County Executive
284	Trudy Jacobson	East Shore Drive	Neighborhood Association
285	Village Clerk	Village of Allouez	Local Government Unit within MPO Planning Boundary
286	Village Clerk	Village of Ashwaubenon	Local Government Unit within MPO Planning Boundary
287	Village Clerk	Village of Bellevue	Local Government Unit within MPO Planning Boundary
288	Village Clerk	Village of Hobart	Local Government Unit within MPO Planning Boundary
289	Village Clerk	Village of Howard	Local Government Unit within MPO Planning Boundary
290	Village Clerk	Village of Suamico	Local Government Unit within MPO Planning Boundary
291	Village Clerk	Village of Denmark	Local Government Rural
292	Village Clerk	Village of Pulaski	Local Government Rural
293	Village Clerk	Village of Wrightstown	Local Government Rural

Brown County Coordinated Public Transit-Human Services Transportation Plan

Meeting Notice



You are invited...

A meeting will be held to conduct an assessment of public transit-human services transportation coordination and to review a list of programmed transportation projects. The meeting will be facilitated by Brown County Planning Commission staff and will be held on:

**Tuesday, October 19, 2021
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
3:00 p.m.**

Please RSVP to Lisa J. Conard at Lisa.Conard@browncountywi.gov or (920) 448-6489 by Monday, October 18.

ANY PERSON WISHING TO ATTEND WHO, BECAUSE OF A DISABILITY, REQUIRES SPECIAL ACCOMMODATION SHOULD CONTACT THE BROWN COUNTY PLANNING COMMISSION OFFICE AT (920) 448-6480 AT LEAST TWO BUSINESS DAYS BEFORE THE MEETING SO ARRANGEMENTS CAN BE MADE.

Appendix E
Brown County Meeting - Evaluation Form and Results

Participant Survey Results:

	Issue	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
1	The information covered was understandable.	72.7%	27.3%			
2	The meeting provided a good forum for communication about public transit-human services transportation coordination.	63.6%	45.5%			
3	Developing the draft action plan* was meaningful and valuable.	54.5%	36.4%		9.1%	
4	The draft action plan developed is comprehensive.	45.5%	27.3%	9.1%		
5	I feel coordination in the county will be improved with implementation of the action plan.	45.5%	36.4%	9.1%		
6	The facilitator(s) was knowledgeable about public transit – human services transportation services in Brown County.	63.6%	36.4%			
7	The presentations (Green Bay Metro and Brown County staff) were informative.	72.7%	18.2%	9.1%		
8	The time allocated for the meeting was just right.	45.5%	27.3%	18.2%	9.1%	

* Meeting Requirement

Not all participants completed a survey and some answers were left blank.

Appendix F
Notice of Public Meeting

RECEIVED

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BROWN COUNTY PLANNING LEGALS

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NOTICE OF PUBLIC MEETING
ON THE DEVELOPMENT OF THE
COORDINATED PUBLIC TRANSIT-
HUMAN SERVICES TRANSPORTA-
TION PLAN

FOR BROWN COUNTY, WISCONSIN
All interested persons are advised of a public meeting on the development of the 2021 Coordinated Public Transit-Human Services Transportation Plan for Brown County, Wisconsin. The meeting will include the completion of an assessment of public transit-human services transportation services in Brown County. The plan must be developed through a process that includes private, non-profit, and public transportation and human service providers and participation by members of the general public. The plan is required for Federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and State Section 85.21 Specialized Transportation Assistance program funding. The public meeting will take place on: Tuesday, October 19, 2021 Green Bay Metro Transportation Center 901 University Avenue Green Bay, Wisconsin 3:00 pm Please contact Lisa J. Conard at Lisa.Conard@browncountywi.gov or 448-6489 if you have any questions or to RSVP. Published by Patrick W. Moynihan Jr. County Clerk RUN: Oct. 5, 12, 2021 WNAXLP

Legal Clerk

State of Wisconsin
County of Brown
Subscribed and sworn to before on October 12, 2021

Notary Public State of Wisconsin, County of Brown

7/27/25
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Appendix G

Comment Received at the Public Meeting and/or in Writing

Ben Joniaux
Office of the Chancellor
UW-Green Bay

Request: Green Bay Metro should expand service to the UW-Green Bay campus.

Comments:

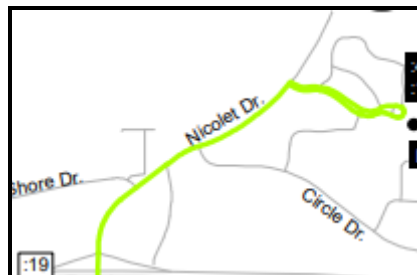
Improve access throughout campus and expand service options available to UW-Green Bay traditional students, non-traditional students, and seniors participating in the Lifelong Learning Institute.

Traditional and non-traditional students are typically low-income and can benefit from transit services. In addition, it is anticipated that student enrollment will increase.

Current Service Levels:

UW-Green Bay is currently served by Green Bay Metro bus route #7 Lime which operates every 30 minutes during weekday service hours and every 60 minutes on Saturday. Paratransit is also available on campus.

#7 Lime Bus Route



UW-Green Bay does provide students with a pass upon request at no charge.

Public Comment Received via Email

The Section 5310 Enhanced Mobility of Seniors and Persons with Disabilities Program requires that projects be part of a locally developed coordinated public transit - human services transportation plan.

In developing that plan, it must first be noted that the large majority of Seniors and Persons with Disabilities would prefer not to have to be part of a special program, they wish to be able to use the same transportation options that are available to all residents. Why they are not able to must be addressed in any report prepared for Federal funding.

Seniors and Persons with Disabilities need to access some form of Public Transit for a variety of reasons.

- Cars are expensive to buy and run, and poverty often increases with age and disability.
- Health concerns, particularly failing eyesight, may mean that driving licenses are revoked even if general mobility is maintained.
- Health treatments being received may mean that the ability to drive is restricted after a treatment due to fatigue and other effects.

It is often perceived that the Elderly only need Transit provision for health related issues but transportation is needed for the normality's of life, shopping, visiting family, eating out and entertainment.

Existing Public Transit services are restricted or non-existent in large areas of Brown County. The County has the powers in legislation to operate Transit but has not chosen to exercise them. The Villages of Hobart, Howard, Suamico, Pulaski, Denmark, Wrightstown do not have any Transit (and related ADA service) service. Some parts of other municipalities are excluded from service even where a contract with Green Bay Metro exists.

Poor land use zoning and the lack of "Smart Growth" policies means that many destinations are not served by Transit, notably Fleet Farm, Woodman's, and Meijer in Howard. Hospitals are located at the ends of routes, with long journey times when a transfer is required.

Long distance transit options are very limited with service out of the County, even to places close by such as Appleton, difficult and expensive. There is little cooperation between providers, (long distance bus, Amtrak bus and adjoining transit operators (Oneida and Menominee), information and inter-connection is limited. Connections between Green Bay Metro and Valley Transit have been talked about for years and nothing has been done. Integration of information and ticketing would be a start.

Whatever is proposed by the County should not reward Communities for refusal to provide Transit at the expense of those that do. Recently a Suamico Village Board member claimed that the Village was too poor to provide Transit, something that is difficult to believe when considering Census data and house prices. Howard has claimed the same in the past. The County should not compensate for the inaction of these municipalities.

Submitted by
Frank Ingram
1460 Maple Hills Drive
Green Bay WI 54313

**Appendix H
County Transportation Services Inventory Worksheets**

1. Green Bay Metro – Fixed Route Bus and Microtransit Services

Program Name:	Green Bay Metro
Sponsoring Agency:	Green Bay Metro 901 University Avenue Green Bay, WI 54302
Phone/Information:	(920) 448-3450
Contact Person:	Patty Kiewiz, Director
Eligibility:	General Public
Days and Hours of Operation:	Monday – Friday 5:45 a.m. - 10:45 p.m. Saturday 7:45 a.m. - 3:45 p.m. No Sunday or major holidays
Cost:	Unlimited Day Pass: Adults \$4.00; Students \$2.00; Reduced \$2.00 Discounted 30-Day passes are available
Vehicle Types:	Heavy-duty buses for fixed route and vans for microtransit services
Lift/Ramp Equipped:	all full service vehicles are accessible
Scheduling:	fixed route and microtransit
Volunteers:	None
Funding Sources:	85.20 (operating), 5307 (operating), 5309 (capital), local funds, advertising, and fares

2. Green Bay Metro – Paratransit Program

Program Name:	Green Bay Metro – Paratransit Program
Sponsoring Agency:	Green Bay Metro 901 University Avenue Green Bay, WI 54302
Contracted Provider:	Green Bay Metro RE: Paratransit Program/Via 901 University Avenue Green Bay, WI 54302
Phone/Scheduling:	(920) 465-4488
Contact Person:	Patty Kiewiz, Director, Green Bay Metro (920) 448-3450
Eligibility:	individuals with qualifying disabilities based on ADA regulations
Days and Hours of Operation:	Monday – Friday 5:15 a.m. - 9:45 p.m. Saturday 7:15 a.m. - 6:45 p.m. No Sunday or major holidays
Cost:	\$4.00 origin to destination; \$19.00 agency
Vehicle Type:	Small buses
Lift/Ramp Equipped:	all vehicles are lift equipped
Scheduling:	call 24 hours in advanced; subscription
Volunteers:	None
Funding Sources:	85.20 (operating), 5307 (operating), local funds, advertising, and fares

3. Curative Connections

Program Name:	Curative Connections Specialized Transportation Services
Sponsoring Agency:	Curative Connections Transportation Services PO Box 8027 Green Bay, WI 54308-1161
Phone/Reservations:	(920) 227-4272
Contact Person:	Tina Whetung, Office Manager for Transportation Services
Eligibility:	Persons age 60 years or older or individuals with disabilities
Days and Hours of Operation:	Monday – Friday 8:00 a.m. – 4:30 p.m.
Cost:	\$3.00 per one-way trip; \$17.00 agency
Vehicle Type:	buses, vans, mini vans, and sedans
Lift/Ramp Equipped:	accessible vehicles available
Scheduling:	demand response (call 24-48 hours in advance)
Volunteers:	volunteer drivers and paid drivers
Funding Sources:	85.21 (operating), 5310 (vehicles and operating), fares, and donations

4. Oneida Public Transit

Program Name:	Oneida Public Transit
Sponsoring Agency:	Oneida Nation of Wisconsin/Oneida Public Transit 3759 West Mason Street Green Bay, WI 54155
Phone/Information:	(920) 496-5770
Eligibility:	General Public
Days and Hours of Operation:	Monday – Friday 5:00 a.m. – 8:00 p.m.
Fares within Reservation	Adults \$1.50 (one-way); Students \$1.00 (one-way) E&D \$1.00 (one-way); discount on return trip, passes available
Vehicle Type:	medium buses and mini-vans
Lift/Ramp Equipped:	buses are lift equipped; mini-vans have ramps
Scheduling:	Call in advance
Volunteers:	None
Funding Sources:	Federal and state operating assistance, local funds, and fares

Appendix I

Federal Funding Programs

Federal Transit Assistance Programs

The following are federal transit assistance programs authorized under Fixing America's Surface Transportation Act (FAST Act), which reauthorized the federal surface transportation programs. The FAST Act amended the federal transit laws and took effect October 1, 2015. The descriptions are courtesy of FTA and WisDOT.

Section 5303: Metropolitan Transportation Planning Program

Section 5303 is a formula-based grant program apportioned annually to states for use. All 5303 planning funds are transferred to the Federal Highway Administration. The federal share is 80% with a required 20% non-federal match.

Section 5304: Statewide Transportation Planning Program

Section 5304 is a formula-based grant program apportioned annually to the states for use in rural planning and research. The federal share is 80% with a required 20% non-federal match.

Section 5307: Urbanized Area Formula Program

This program provides grants to urbanized areas (over 50,000 in population) for public transportation capital, planning, and Job Access and Reverse Commute (JARC) projects, as well as operating expenses in certain circumstances. The federal share for capital projects is 80% with a required 20% non-federal match. The federal share for operating projects is 50% of the net deficit. WisDOT allocates the portion of this funding known as the 'Governor's Apportionment' among transit systems in communities with populations between 50,000 and 200,000 as defined by the most recent Census.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

This program is intended to enhance the mobility of seniors and persons 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. This program consolidated two SAFETEA-LU programs: Section 5317 – New Freedom and Section 5310 – Elderly and Disabled Capital Assistance. The federal share for capital projects is 80% with a required 20% non-federal match. The federal share for operating projects is 50% of the net deficit.

Section 5311: Formula Grants for Rural Areas

Section 5311 is a formula grant program for non-urbanized areas (under 50,000 in population) that provides capital and operating assistance for public transportation systems. Eligible activities include capital, operating assistance, and planning expenses.

JARC projects, once funded through Section 5316, became eligible projects in the MAP-21 reauthorization bill in 2012. The federal share for capital projects is 80%, with a required 20% non-federal match. The federal share for operating projects is 50% of the net deficit.

Section 5311(b)(3): Rural Technical Assistance Program (RTAP)

Section 5311(b)(3) is formula funding for states to provide research, technical assistance, and training to improve the delivery of transit services in non-urbanized areas (under 50,000 in population). There is no Federal requirement for a local match

Section 5329: State Safety Oversight (SSO) Program The purpose of the SSO program is to oversee the safety of rail transit systems. The SSO program is administered by eligible states with rail transit systems in their jurisdiction. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop and carry out their SSO programs. Under 49 U.S.C. Section 5329(e), as amended by the FAST Act, FTA is required to certify each state's program to ensure compliance. SSO grant funds awarded to Wisconsin have a federal share of 80% and a required non-federal match of 20%.

Section 5339: Bus and Bus Facilities Formula Grants

Section 5339 provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. It replaced the Section 5309 Bus and Bus Facilities program under SAFETEA-LU. The federal share is 80% with a required 20% non-federal match. There are funds annually allocated to states by formula and a national discretionary program for which urban fixed-route transit systems and state departments of transportation may apply.

Coronavirus Aid, Relief, and Economic Security (CARES) Act

The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provides emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic. All rural and urban recipients of Section 5311 and Section 5307 are eligible to receive CARES Act funds. Funding will be provided at a 100-percent federal share with no local match required, and will be available to support capital, operating, and other expenses eligible under those programs to prevent, prepare for, and respond to COVID-19.

Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act

The supplemental funding due to the COVID-19 pandemic will be provided at 100-percent federal share, with no local match required. Funding will support expenses eligible under the relevant program, although the Act directs recipients to prioritize payroll and operational needs. All rural and urban public transit recipients of Section 5311 and Section 5307 and 5310 specialized transit recipients are eligible to receive CRRSAA funds.

American Rescue Plan (ARPA) Act

Supplemental funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support vaccinations in the U.S. The relief funds will be distributed at 100-percent federal share and are eligible to all rural and urban public transit recipients of Section 5311 and Section 5307 and 5310 specialized transit recipients.