

**Administrative Modification #2 to the
2024-2027 Transportation Improvement Program (TIP)
by the Brown County Planning Commission (BCPC)/
Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area
April 16, 2024**

On April 16, 2024, the MPO staff received an email from the Wisconsin Department of Transportation (WisDOT) Division of Transportation Investment Management (DTIM) regarding the recent submission of *Major Amendment #1 to the 2024-2027 Transportation Improvement Program for the Green Bay Metropolitan Area*. The TIP amendment was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on March 6, 2024 and subsequently submitted to WisDOT for final approval.

WisDOT reviewed the TIP document and requested edits to the text. These edits will not result in program funding changes.

WisDOT's requested edits are summarized below.

Page 4 of Amendment Document: Federal Surface Transportation Block Grant (STBG) Program¹ and the Federal Transportation Alternatives Program (TAP)² Application Solicitation and Project Approvals

Current Language –

The current federal transportation law, the Bipartisan Infrastructure Law (BIL), continues the Surface Transportation Block Grant (STBG) Program and Federal Surface Transportation Block Grant (STBG) - Transportation Alternatives Program (TAP).

The BIL requires the Wisconsin Department of Transportation (WisDOT) to suballocate its STBG funding to Metropolitan Planning Organizations (MPOs), which are urbanized areas with populations of 50,000 or more.

The BIL also requires WisDOT to suballocate TAP funding to Transportation Management Areas, which are urbanized areas with populations of 200,000 or more.

Because of this, the Green Bay MPO has the ability to select its own STBG and TAP projects. STBG and TAP funds are required to cover between 50% and 80% of a project's total cost.

WisDOT Revision –

The current federal transportation law, commonly referred to as the Bipartisan Infrastructure Law of 2021 (BIL), continues the long-standing Surface Transportation Block Grant (STBG) Program. According to the Federal Highway Administration, STBG “promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.”

Under the provisions of the BIL, ten percent of total STBG funding must be set-aside for the federal Transportation Alternatives (TA) Program. The TA program funds eligible projects such as bicycle and pedestrian facilities, recreational and multi-purpose trails, and safe routes to school projects.

Fifty-five percent of the remaining STBG apportionment for each state must be obligated on eligible transportation projects located within geographic areas defined by population size. These are referred to as “sub-allocated” apportionments. The remaining 45 percent of STBG apportionment authority is available for use on eligible projects in any area of the state regardless of population size.

In urbanized areas with a population greater than 200,000, the designated Transportation Management Area (TMA) has the lead role for selecting which projects will use sub-allocated STBG funding, in consultation with the State.

In urbanized areas with populations between 50,000 and 200,000, the State is responsible for establishing a process to select projects for sub-allocated STBG funding, in consultation with the Metropolitan Planning Organizations that represent each area.

WisDOT also requests the following edits to the Schedule and Process section of the TIP document starting on Page 5:

Current Language –

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

11. MPO staff developed proposed project funding plans for the STBG Program and TAP which were presented to and endorsed by the Transportation Subcommittee on January 22, 2024.

12. MPO staff presented Transportation Subcommittee-endorsed project funding plans for STBG and TAP to TMAs and WisDOT on January 29, 2024. MPO staff made the desired STBG and TAP capacity trades with a TMA, and these trades were accepted by WisDOT DTIM

STBG

• The Green Bay MPO is trading away \$1,909,494 of its 2026 unallocated capacity and \$176,560 of its 2027 unallocated capacity for \$2,086,054 of 2028 capacity.

TAP

• The Green Bay MPO is trading away \$412,683 of its 2026 unallocated capacity and \$207,132 of its 2027 unallocated capacity for \$619,815 of 2028 capacity.

13. The MPO is required to submit MPO-approved STBG and TAP projects to WisDOT no later than March 31, 2024. The approved projects must also be incorporated into the Transportation Improvement Program via an amendment process.

WisDOT Revision –

10: (REPLACE WITH) WisDOT is facilitating communication between the TMAs to more effectively manage available STP-Urban Large and TAP funding on an ongoing basis. MPO staff identified projects and developed the proposed project funding plans for STBG and TAP which were endorsed by the Transportation Subcommittee on January 22, 2024.

11. (REPLACE WITH) MPO Staff made the desired STBG and TAP programmatic adjustments in conjunction with WisDOT and other TMAs on January 29, 2024. Identified projects and funding are being continually monitored by WisDOT and the TMAs to ensure that all necessary items are achieving continuity and consistency.

12. (REMOVE)

13. (RENUMBER TO 12)

These edits are needed to align with the indicated intent of the TMAs and WisDOT to identify a collaborative approach to scheduling projects and identify funding. Precise dollar amounts are not necessary in the TIP Amendment document due to the informal nature of the funding flexibility that WisDOT has granted the TMAs to support their programming decisions.

Administrative Modification Process

Administrative modifications to the TIP require **notification** of the BCPC Board of Directors, so **no formal action is necessary**. The program remains fiscally constrained.

The *2024-2027 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area* can be found on the MPO's TIP web page at: <https://www.browncountywi.gov/departments/planning-and-land-services/planning/transportation-improvement-program-tip/>