

Brown County Planning Commission Green Bay MPO

2025 Transportation Planning Work Program

Brown County Planning Commission/Green Bay MPO
October 2, 2024

Brown County Planning Commission Green Bay MPO

2025 Transportation Planning Work Program

Green Bay MPO Planning Area Communities

City of Green Bay
City of De Pere
Village of Allouez
Village of Ashwaubenon
Village of Bellevue
Village of Hobart
Village of Howard
Village of Suamico (part)
Town of Green Bay (part)
Town of Lawrence (part)
Town of Ledgeview (part)
Town of Rockland (part)
Town of Scott (part)

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U.S. Department
of Transportation
**Federal Highway
Administration**



U.S. Department
of Transportation
**Federal Transit
Administration**



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Green Bay MPO Boards and Committees

Brown County Planning Commission Board of Directors (MPO Policy Board)

Paul Blindauer (C. Green Bay)	Josh Lutzow (C. Green Bay)
Corrie Campbell (V. Ashwaubenon)	Gary Pahl (T. Lawrence/T. Wrightstown)
Norbert Dantine, Jr. (T. Humboldt/T. Green Bay)	Jim Pyle (BC Board – Rural)
Geoff Farr (V. Howard)	John Roth (T. Pittsfield/T. Scott)
Matthew Goetsch (T. Eaton/T. New Denmark)	Pam Schauer (T. Glenmore/T. Rockland)
Steve Grenier (C. Green Bay)	Dan Segerstrom (V. Denmark, Pulaski, Wrightstown)
Mark Handeland (T. Ledgeview)	Glen Severson (V. Hobart)
Matthew Harris (V. Allouez)	Jim Steffek (V. Denmark, Pulaski, Wrightstown)
Elizabeth Hudak (C. Green Bay)	Mark Thomson (V. Suamico)
Emily Jacobson (BC Board – C. Green Bay)	Andy Vanderloop (T. Holland/T. Morrison)
Dave Kaster (V. Bellevue)	Nick Weber (Wisconsin Dept of Transportation)
Patty Kiewiz (Green Bay Metro)	Matthew Woicek (C. Green Bay)
Dane Lasecki (C. Green Bay)	Vacant (BC Board – C. De Pere)
Dan Lindstrom (C. De Pere)	Vacant (C. Green Bay)

Brown County Planning Commission Transportation Subcommittee (MPO Technical Advisory Committee)

Heena Bhatt (Bay-Lake RPC)	Marty Piette (GB Austin Straubel Airport)
Geoff Farr (V. Howard)	Eric Rakers (C. De Pere)
Sean Gehin (V. Allouez)	Brian Rickert (V. Ashwaubenon)
Steve Grenier (C. Green Bay)	Matthew Schreiber (WisDOT- CO) (Non-Voting)
Chris Hardy (BC Highway Dept.)	Andy Smits (V. Suamico)
Patty Kiewiz (Green Bay Metro)	Teal Spellman (V. Bellevue)
Jerry Lancelle (V. Hobart)	Nick Weber (WisDOT – Northeast Region)
Jason Nordberg (FHWA – Wisconsin Division) (Non-Voting)	William Wheeler (FTA – Region 5) (Non-Voting)
Troy Parr (Oneida Nation)	

Brown County Transportation Coordinating Committee (Non-MPO committee with MPO staff participation & advisory committee for the Section 5310 and Section 85.21 Programs)

Megan Borchardt (BC Board of Supervisors)	Joe Pietrek (Via – Private Operator)
Bridget Clancy (Syble Hopp)	Sandy Popp (Options for Independent Living)
Lisa Conard (BCPC/Green Bay MPO)	Erik Pritzl (BC Human Services)
Michael Conley-Kuhagen (GB Transit Commission)	Troy Streckenbach (BC Executive Department)
Katie Doble (ASPIRO)	Julie Tetzlaff (Cerebral Palsy Inc.)
Essie Fels (Green Bay Metro)	Michael Voight (Citizen Member)
Christel Giesen (ADRC Staff)	Nick Weber (WisDOT)
Denise Misovec (Curative Connections)	Tina Whetung (Curative Connections Transport.)
Jess Nell (ADRC Board of Directors)	Genny Willemon (BC Human Services)
Troy Parr (Oneida Nation)	Vacant (Citizen Member)

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Note: MPO staff is shown in bold type. Non-MPO staff will work on MPO projects as necessary in 2025, and MPO staff will work on non-MPO projects as necessary in 2025. This work will be noted in the MPO's quarterly reports to WisDOT.



Green Bay MPO 2010 Urbanized Area Boundary

Approved by MPO Policy Board March 6, 2013

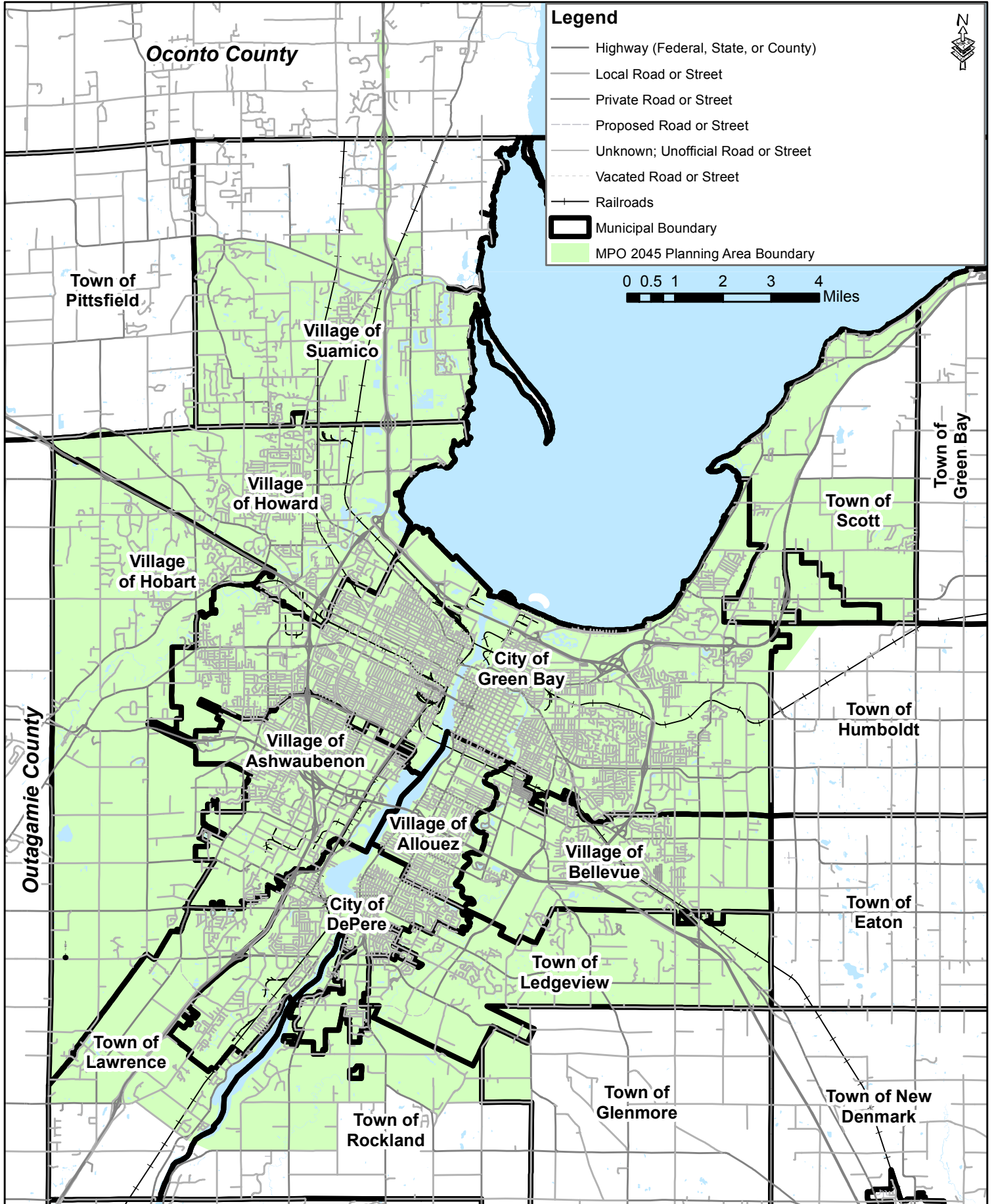
Approved by FHWA June 7, 2013





Green Bay MPO 2045 Metropolitan Planning Area Boundary

Approved March 6, 2013



Green Bay MPO Prospectus

The Green Bay MPO was designated in January of 1974, and the Brown County Planning Commission (BCPC) Board of Directors has served as the MPO's Policy Board since the beginning. The MPO Policy Board's membership has remained largely the same since the MPO was first designated, but the weight of this membership has changed over time. A significant modification to the Policy Board's composition occurred in the summer of 2014 when a representative of Green Bay Metro and a representative of the Wisconsin Department of Transportation (WisDOT) were added as voting members. These representatives were added to satisfy the Policy Board membership requirements associated with the Green Bay Urbanized Area being designated a Transportation Management Area (TMA) following the 2010 US Census.

The Policy Board's voting is weighted by member entity. For example, the City of Green Bay is the largest municipality represented on the Policy Board, and it has seven of the Policy Board's 28 votes. The Brown County Board of Supervisors has three of the Policy Board's 28 votes, and these supervisors represent the City of Green Bay, City of De Pere, and the rural portion of Brown County. The moderately-sized communities such as the City of De Pere, the villages in the urbanized area, and the Town of Ledgeview each have one of the Policy Board's 28 votes. Green Bay Metro and WisDOT each have one vote, and the county's rural villages and unincorporated towns share the remaining Policy Board votes.

The MPO Policy Board is currently advised by a Technical Advisory Committee (TAC) for all major transportation plans and studies, and each member of the TAC has one vote. The Policy Board is also advised by the Brown County Transportation Coordinating Committee (TCC) when it selects projects for funding through the urbanized area's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Each TCC member has one vote, and an MPO staff person serves as a member of the TCC.

Purpose of the MPO Work Program

The Green Bay MPO's Transportation Planning Work Program is an annual publication that summarizes the MPO's recent accomplishments, provides examples of significant transportation planning issues that are facing the MPO planning area, describes the work the MPO will do during the year, and identifies how federal, state, and local transportation funding will be spent on MPO tasks. The publication of an MPO work program is required by federal law (23 CFR 450.308), which states that metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a (transportation) planning work program.

The federal Bipartisan Infrastructure Law (BIL) states that the Green Bay MPO and other MPOs should include work program activities that address the following Planning Emphasis Areas:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.
- Equity and Justice in Transportation Planning.
- Complete Streets.
- Public Involvement.

- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.
- Federal Land Management Agency (FLMA) Coordination.
- Planning and Environment Linkages (PEL).
- Data in Transportation Planning.

Every major work activity identified in the MPO's 2025 Transportation Planning Work Program addresses at least three of these Planning Emphasis Areas, and many of the major work activities address most or all of these areas. A summary of how the major 2025 work activities address the Planning Emphasis Areas is included in Appendix 3 of the work program.

List of MPO Accomplishments: January 1, 2024 – June 30, 2024

The following significant activities were completed by staff between January 1 and June 30, 2024:

Program Support and Administration (Work Element 41.11.00)

- Staff developed a 2024 Transportation Planning Work Program status report and sent it to WisDOT, FHWA, and FTA for review. Staff also participated in a mid-year review of the MPO conducted by WisDOT, FHWA, and FTA representatives and presented the status report during the review.
- Staff began to develop the MPO's 2025 Transportation Planning Work Program and budget.
- Staff participated in videoconferences with the WisDOT Secretary, the FHWA Division Administrator, and the directors of the state's three other TMAs to discuss the new federal transportation law's possible impacts on TMAs and future coordination efforts between agencies.
- Staff reviewed and commented on drafts of an agreement that is being developed between WisDOT, FHWA, and Wisconsin's four TMAs regarding coordination, roles, and responsibilities with federal formula funding programs that affect the TMAs.
- Staff participated in two quarterly statewide videoconferences with representatives of WisDOT, FHWA, FTA, and the state's other MPOs.
- Staff developed the MPO's reports and reimbursement requests to WisDOT for the fourth quarter of 2023 and first and second quarters of 2024. Staff also prepared transportation program expense reports for these quarters and submitted them to the Brown County Administration Department.

Long-Range Transportation Planning (Work Element 41.13.00)

Long-Range Transportation Plan Performance Measures Implementation

- Staff began to develop the MPO's 2024 Transportation System Performance Measures Report. Work on this task included collecting bridge condition and crash data and beginning to develop the report's Introduction, Safety, and other sections.

Green Bay MPO 2045 Long-Range Transportation Plan Update

- Staff began to develop an update to the MPO's 2045 Long-Range Transportation Plan (LRTP). Work on this task included:
 - Presenting the LRTP update process to the MPO's Transportation Subcommittee. The Transportation Subcommittee will serve as the LRTP update advisory committee.
 - Developing the layout for the plan update and beginning to update the Introduction chapter of the LRTP.

- Developing materials for public outreach including an online interactive map and online survey.
- Starting the public outreach component of the LRTP update. This included opening up the online survey and interactive map for public input and posting the notice of input to the MPO's Public Participation mailing list and social media pages.
- Developing draft revisions to the LRTP's goals and objectives.
- Completing land use inventories for the City of De Pere, Village of Ashwaubenon, Village of Bellevue, and Town of Ledgeview.
- Concluding the online public outreach survey and interactive map for the LRTP and beginning to compile and review the results.
- Preparing an LRTP Goals and Objectives report for a BCPC Transportation Subcommittee meeting and presenting the report to the subcommittee.

MPO Transportation System Performance Targets Update

- Staff updated the MPO's State of Good Repair (SGR) and Transit Asset Management (TAM) targets for presentation to the BCPC Board of Directors.

Management of the Northeast Wisconsin Regional Travel Demand Model

- Staff began reviewing training materials provided by WisDOT for Cube to become familiar with the travel demand modeling system. Staff also worked with WisDOT Travel Demand Modeling staff to obtain the digital files for the Northeast Wisconsin Regional Travel Demand Model and participated in Cube training sessions.

Short-Range Transportation Planning (Work Element 41.14.00)

Planning Assistance to Green Bay Metro/Special Transit Studies

- Staff prepared for and participated in three Green Bay Metro Service Development Committee meetings. Staff also prepared a summary of committee recommendations, participated in two public information meetings, and developed maps to be used for an extensive public outreach effort. The committee's purpose is to evaluate the performance and function of current services and to recommend potential service improvements.
- Staff updated the Green Bay Metro Performance Measures and Standards document for consideration by the Green Bay Transit Commission. Staff also prepared additional content to comply with federal regulations.
- Staff participated in a workshop regarding the Brown County Mobility Management Program offered by the Metro Mobility Coordinator.
- Staff reviewed and developed information for the Green Bay Metro Title VI Compliance Program document.
- Staff developed data and maps for Green Bay Metro's Title VI Plan.

- Staff participated in a Green Bay Metro presentation on Disadvantaged Business Enterprises (DBE) process and requirements.
- Staff reviewed and provided comments to Green Bay Metro regarding a draft version of the Green Bay Metro – Zero-Emissions Fleet Transition Plan.
- Staff updated the Metro route guide’s full system map, all of the system’s individual route maps, and microtransit system service information.
- Staff consulted with and provided information to Metro staff regarding various general service, compliance, and other issues.

Village of Allouez Bicycle and Pedestrian Plan Update

- Staff worked with representatives of Allouez to develop an advisory committee for the plan update.
- Staff began to collect demographic data for the plan update. Staff also began to develop GIS-based maps for the plan update.
- Staff created an online survey and mapping exercise to collect input for the plan update, reviewed the village’s comprehensive plan and other existing planning documents to identify bicycle- and pedestrian-related recommendations to include in the update, and made field visits throughout Allouez to view and take pictures of existing bicycle and pedestrian facilities.

Village of Bellevue Bicycle and Pedestrian Plan Update

- Staff worked with representatives of Bellevue to develop an advisory committee for the plan update, began to collect demographic data for the plan update, and started to develop GIS-based maps for the plan update. Staff also:
 - Facilitated a project kickoff meeting with the advisory committee.
 - Created an online survey and mapping exercise to collect input for the plan update.
 - Collected and reviewed crash, infrastructure, and other data.
 - Began to develop the plan’s Introduction chapter.
 - Reviewed the village’s comprehensive plan and other existing planning documents to identify bicycle- and pedestrian-related recommendations to include in the update.
 - Made field visits throughout Bellevue to view and take pictures of existing bicycle and pedestrian facilities.
 - Compiled and reviewed the results of the update’s online survey and interactive map.

Urbanized Area and Metropolitan Planning Area Boundary Updates

- Staff continued to develop the MPO’s 2055 Metropolitan Planning Area (MPA) boundary. After developing a draft MPA boundary, staff submitted it to WisDOT for review.

Urban Functional Classification System Update

- Staff completed a draft urban functional classification system that reflects the MPO's new (2020) Adjusted Urbanized Area Boundary. Staff also presented the draft functional classification system to the BCPC Transportation Subcommittee and submitted the draft functional classification system to WisDOT for review.

Outreach to Traditionally Underserved Populations

- Staff participated in Casa Alba's Empowering All Generations event. Staff also met with the Casa Alba board president and Casa Abla staff to discuss transportation funding for the organization's senior program.
- Staff participated in COMSA's A Taste of Culture at Give Big Green Bay event.
- Staff participated in Wello's 5th Annual Wello Well-Being Summit.
- Staff participated in meetings of Leadership Green Bay's Government Day Planning Committee to complete a draft program for the spring 2024 Government Day. Staff also participated in the organization's Inclusive Leadership Day.
- Staff participated on a panel to discuss transportation planning as a profession to middle school students for the 2024 Asian-Pacific Islander Desi American (APIDA) Achievement Summit at Northeast Wisconsin Technical College.
- Staff participated in the 2024 Brown County Asian American and Pacific Islander Celebration.
- Staff participated in an ADRC of Brown County Board meeting and presented information about adaptive bicycle programs.

Northeast Wisconsin Intermodal Freight Facility Study – Phase 2

- Staff made revisions to the Northeast Wisconsin Regional Intermodal Freight Facility Study – Phase 2 Request for Proposals (RFP) and discussed the revisions with the Executive Director of the East Central Wisconsin Regional Planning Commission (ECWRPC).
- Staff prepared for and participated in videoconferences with stakeholders and a potential study consultant.
- Staff worked with the ECWRPC Executive Director to develop a project contract with the consultant selected for the project, presented the project contract to the BCPC Board of Directors for approval, and participated in a project coordination/kickoff videoconference with the ECWRPC Executive Director and lead consultant.

Section 85.21 Specialized Transportation Assistance Program Administration

- Staff collected and recorded ridership and financial data from the Brown County Section 85.21 Program funding recipients for January through May of 2024. Staff also collected reimbursement requests from the recipients for this period and forwarded them to the PALS Department's Administrative Coordinator for processing.
- Staff developed a ridership report for Brown County's Section 85.21 Program for the fourth quarter of 2023 and first quarter of 2024 and submitted the reports to WisDOT.
- Staff completed the Brown County Section 85.21 Program's annual financial report for 2023 and submitted the report to WisDOT.
- Staff developed a Request for Quotes (RFQ) document for the provision of transportation services funded through the Brown County Section 85.21 Program. Staff also developed written answers to many questions received from potential bidders. The current service contract with Curative Connections expires at the end of 2024.
- Staff reviewed responses to the transportation services RFQ and developed a report to the BCPC Board of Directors that summarized the responses and recommended approval of the most favorable quote. After the recommendation was approved by the BCPC Board, staff developed a contract between Brown County and the selected vendor.
- Staff developed and presented a process/fact sheet for an Adaptive Cycle Acquisition Program through Brown County's Section 85.21 Program to the Brown County Transportation Coordinating Committee (TCC) and BCPC Board of Directors.

Section 5310 Program Administration

- Staff developed and distributed 2024 Section 5310 Program award letters to funding recipients. Staff also developed and sent a letter to FTA regarding the 2024 funding recipients.
- Staff began to develop materials for the next Section 5310 Program project solicitation process.

Planning Assistance to Requesting Communities and Agencies

- Staff responded to questions from communities, municipal and county elected officials, and the public about the South Bridge Connector (SBC) project.
- Staff developed a PowerPoint summary of the SBC project for a presentation to the De Pere Area Chamber of Commerce. The presentation will occur in July of 2024.
- Staff continued to work with representatives of Brown County, the City of Green Bay, and Port of Green Bay to develop potential redevelopment concepts for the former Pulliam Plant Site. Staff also wrote narratives for sections of a federal RAISE discretionary grant application that the Brown County Port and Resource Recovery Department developed to assist with funding port-related improvements at the former Pulliam Plant Site.

- Staff prepared for and participated in a meeting with representatives of WisDOT, City of Green Bay, and Village of Howard regarding connecting multiuse trails via the Mason Street (STH 54) bridge when the bridge is reconstructed by WisDOT.
- Staff prepared for and participated in a videoconference with representatives of the Unified School District of De Pere and City of De Pere to discuss potential access for and traffic generated by a new high school that is proposed to be built next to an existing high school in De Pere.
- Staff prepared for and participated in stakeholder/focus group interviews at the request of the City of Green Bay's planning consultant hired to develop the city's comprehensive plan update.
- Staff participated in a meeting with Green Bay Community Transportation Academy staff regarding the potential development of programming in the Green Bay area.
- Staff began to develop an update to the 1999 Fox River Trail Plan. Work on this task included:
 - Preparing for and participating in meetings with Brown County staff to develop a project scope and schedule.
 - Collecting demographic data.
 - Preparing an online survey and a mail-in survey for business owners and residents adjacent to the trail.
 - Preparing an online survey and interactive map to be distributed countywide for public input.
 - Providing notice of the public input opportunity to the MPO's interested parties and publishing outreach materials on the MPO's social media pages.
 - Beginning to develop updates to the plan's Introduction section.
 - Developing materials for and organizing an in-person open house meeting that will be held at the beginning of the third quarter of 2024.
- Staff gathered data for the area's Municipal Separate Storm Sewer System (MS4) annual report, entered the report data in WDNR's online portal, and uploaded the annual report's supporting documentation. Staff's focus is on county highway stormwater outfalls within the Green Bay Metropolitan Planning Area (MPA).
- Staff assigned street addresses for requesting communities.
- Staff participated in meetings of the City of Green Bay Safe Walk & Bike Working Group.
- Staff participated in meetings of the Greater Green Bay Active Communities Alliance.

Planning Assistance to WisDOT

- Staff developed a program of STBG and TAP projects to present to the BCPC Transportation Subcommittee. Staff also contacted the three other large MPOs in Wisconsin to determine if they are willing to trade annual STBG and TAP funding capacity to assist with the development of the Green Bay MPO's program of projects.
- Staff prepared for and participated in a videoconference with WisDOT and the state's three other large MPOs to determine if the other MPOs are willing to trade annual STBG and TAP funding capacity to assist with the development of the Green Bay MPO's program of projects.
- Staff administered the STBG Program, TAP, and Carbon Reduction Program (CRP) for the Green Bay Urbanized Area. Tasks included participating in a CRP webinar hosted by WisDOT, issuing a CRP funding availability notice to interested parties and potential CRP applicants, presenting the CRP funding opportunity to the BCPC Board of Directors, and communicating with possible applicants and WisDOT staff regarding the CRP application process and program eligibility. Staff also updated the MPO's STBG Program tracking spreadsheets to reflect the BCPC Board's project approvals and participated in a quarterly meeting held by WisDOT DTIM to discuss current schedules and balances for the STBG Program and TAP.
- Staff prepared for and participated in a public information meeting hosted by WisDOT for the Interstate 41 reconstruction project. Staff also answered questions from meeting participants at a South Bridge Connector project information station.
- Staff developed a notice regarding an opportunity for FFY 2024 federal redistribution funding and sent the notice to potential applicants within the MPO area. Staff also participated in WisDOT's Federal Redistribution Project Readiness Webinar.
- Staff participated in a WisDOT Local Officials Meeting for the State Highway 32/57 resurfacing project in Brown County.
- Staff developed and provided fixed bus route shapefiles to WisDOT to update WisDOT's MAPSS transit performance measures.
- Staff prepared for and participated in WisDOT's Local Programs Symposium.

Title VI Activities

- Staff updated Title VI information for members of the MPO's Policy Board and TAC. Staff also contacted Policy Board and TAC members who did not respond to a self-identification survey.

Transportation Coordination for Seniors and People with Disabilities

- Staff prepared information for one Brown County TCC meeting. Staff also chaired the meeting, presented information to the committee, and prepared the meeting minutes.
- Staff participated in meetings of the Northeast Wisconsin Regional Access to Transportation Committee.

Transportation Improvement Program (Work Element 41.15.00)

- Staff developed two Major Amendments to the 2024-2027 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. One of these Major TIP Amendments was the TIP's Mid-Year Update.

To complete these amendments, staff:

- Consulted with WisDOT and Metro representatives regarding new and modified projects for inclusion in the amendments.
 - Scheduled public review/comment periods and public hearings.
 - Prepared and issued public participation materials, social media posts, and legal notices.
 - Submitted the draft amendments to FHWA, FTA, and WisDOT for review.
 - Distributed the draft amendments to approximately 230 individuals and entities on the MPO's interested parties list.
 - Presented the draft amendments to the BCPC Transportation Subcommittee.
 - Conducted the public hearings and concluded the public participation process requirements.
 - Presented the draft amendments to the BCPC Board of Directors.
 - Completed the required fiscal constraint demonstrations.
 - Submitted the final amendments to FHWA, FTA, and WisDOT for approval.
- Staff developed and published two Administrative Modifications to the 2024-2027 TIP.
 - Staff participated in a meeting with East Central Wisconsin Regional Planning Commission staff to discuss the possible acquisition of TIP management software.
 - Staff completed and published the 2023 Annual Listing of Obligated Projects for the Green Bay Metropolitan Planning Area.
 - Staff began to develop the Draft 2025-2028 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Work on this task included establishing the TIP development and approval schedule, corresponding with potential project applicants, and developing templates for the TIP maps.

Staff also completed many less time-consuming tasks between January 1 and June 30, 2024.

A. Examples of Significant Transportation Planning Issues in 2025

Completion of the Green Bay MPO 2045 Long-Range Transportation Plan Update

In 2024, MPO staff collected background information and public input, updated the Metropolitan Planning Area's land use inventory, developed updated plan goals and objectives, worked with WisDOT to update the long-range travel demand model for the Green Bay MPO planning area, and began to develop draft chapters. In 2025, staff will continue to work with the MPO's Transportation Subcommittee, WisDOT, and the public to complete the 2045 Long-Range Transportation Plan Update by the October 2025 deadline.

MPO Long-Range Transportation Plan Performance Measures Implementation

The MPO's 2045 Long-Range Transportation Plan that was adopted by the BCPC Board of Directors on October 7, 2020 includes a list of transportation system performance measures. These measures address:

- Transportation Structures and Pavement Condition.
- Transportation Safety.
- Highway and Street Operation, Safety, and Accessibility.
- Bicycle and Pedestrian Facilities.
- Public Transportation.
- Transportation Services for Seniors and People with Disabilities.
- Freight Transportation.

In 2025, MPO staff will continue to work to achieve the performance measures' goals and objectives by promoting the implementation of the strategies identified in the Long-Range Transportation Plan. Staff will also monitor progress toward the achievement of the goals and objectives through the continued development of an annual transportation system performance measures report.

Congestion Management Process (CMP) Update

According to federal law (23 USC 134 and 49 USC 5303), urbanized areas that have populations of 200,000 or more must have Congestion Management Processes (CMPs) that provide information about transportation system performance, offer strategies for alleviating traffic congestion, and identify methods of enhancing the mobility of people and goods. The CMP is to be developed and implemented as an integrated part of the metropolitan transportation planning process, and it is intended to support the use of appropriate demand management, operations, and other strategies to meet transportation needs. The multimodal performance measures and strategies developed by the CMP are to be consistent with the MPO's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Because the Green Bay Urbanized Area's population exceeded 200,000 following the release of the 2010 US Census data, a CMP was developed that addresses congestion on the major transportation facilities within the MPO's Metropolitan Planning Area. The CMP was approved by the MPO's Policy Board in 2013, and additional information was collected and

analyzed in the following years to determine if progress was being made toward meeting the targets identified for the CMP's performance measures.

The MPO's 2013 CMP was updated in 2017 and 2021, and staff began to prepare for an update of the 2021 CMP in 2024. Since the 2021 CMP will have been in place for four years at the end of 2025, MPO staff intends to complete the update of this CMP in 2025 to ensure it is consistent with the MPO's recently updated LRTP.

Coordinated Public Transit - Human Services Transportation Plan Update

The human services transportation provisions of federal transportation legislation aim to improve transportation services for people with disabilities, older adults, and low-income populations by ensuring that communities coordinate the use of federal transportation funds. This coordination is designed to enhance transportation access, minimize the duplication of services, and provide the most cost-effective transportation possible with the resources that are available. Federal transportation legislation also requires that Coordinated Public Transit – Human Services Transportation Plans be developed and updated before counties and other entities can receive money through federal funding sources such as the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

In 2025, MPO staff will prepare a full update of the county's current Coordinated Public Transit – Human Services Transportation Plan in cooperation with many public and private sector transportation providers as well as representatives of the people who rely on specialized transportation services in Brown County.

B. Summary of 2025 Transportation Work Activities

Work Element 41.11.00: **Program Support and Administration**

Program Support and Administration

The MPO's 2025 program support and administration activities include the financial and personnel management of the transportation planning program, public information and assistance, the development of the 2026 Transportation Planning Work Program, the completion of quarterly reports to WisDOT, and transportation planning staff education. Time spent in training sessions, workshops, and meetings is also included under this work element. In addition, staff will continue to participate in quarterly FHWA/MPO/WisDOT meetings to discuss transportation planning, policy, financial, and technical issues.

Direct and Indirect Expenses

Direct expenses include printing and postage, supplies and equipment, travel and training, telephone, and computer hardware and software. Indirect expenses include office rent, personnel services provided by the Brown County Human Resources Department, and accounting services provided by the Brown County Department of Administration. These expenses are summarized in Table D: 2025 Cost Allocation Plan for the Green Bay MPO.

Work Element 41.13.00: **Long-Range Transportation Planning**

Long-Range Transportation Plan Performance Measures Implementation*

MPO staff will continue to work to achieve the performance measures' goals and objectives by promoting the implementation of the strategies identified in the Long-Range Transportation Plan. Staff will also monitor progress toward the achievement of the goals and objectives through the continued development of an annual transportation system performance measures report.

Completion of the Green Bay MPO 2045 Long-Range Transportation Plan Update*

In 2024, MPO staff collected background information and public input, updated the Metropolitan Planning Area's land use inventory, developed updated plan goals and objectives, worked with WisDOT to update the long-range travel demand model for the Green Bay MPO planning area, and began to develop draft chapters. In 2025, staff will continue to work with the MPO's Transportation Subcommittee, WisDOT, and the public to complete the 2045 Long-Range Transportation Plan Update by the October 2025 deadline.

***Work activity meets the Bipartisan Infrastructure Law's 2.5% Safe and Accessible Transportation Options Set-Aside Requirement.** (Note: This Bipartisan Infrastructure Law requirement states that MPOs must use at least 2.5% of their planning funds on specific activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities)

Congestion Management Process (CMP) Update*

The MPO's 2013 CMP was updated in 2017 and 2021, and staff began to prepare for an update of the 2021 CMP in 2024. Since the 2021 CMP will have been in place for four years at the end of 2025, MPO staff intends to complete the update to the CMP in 2025 to ensure it is consistent with the MPO's recently updated LRTP.

MPO Transportation System Performance Targets Update*

In 2025, MPO staff will coordinate with WisDOT and other stakeholders to update the MPO's targets as required by federal law.

Management of the Northeast Wisconsin Regional Travel Demand Model

MPO staff will continue to work with representatives of the East Central Wisconsin Regional Planning Commission, Bay-Lake Regional Planning Commission, and WisDOT to manage and update the travel demand model that covers the counties within WisDOT's Northeast Region. MPO staff will also complete travel demand forecasts for the non-state street and highway system in coordination with WisDOT.

Work Element 41.14.00: **Short-Range Transportation Planning**

Note: Staff will use the participation techniques identified in the current Green Bay MPO Public Participation Plan during the development of its short-range plans and studies.

Annual Green Bay Metro System Analysis*

The annual analysis of the Green Bay Metro Transit System will be conducted in the fall of 2025 and presented to the Green Bay Transit Commission before the end of 2025. In addition to the full system analysis, staff intends to continue preparing smaller quarterly analyses to assess the characteristics of Metro's system at different times of the year. The results of the annual and quarterly analyses will provide information that is used to complete route modification studies and other planning exercises.

Planning Assistance to Green Bay Metro/Special Transit Studies*

The MPO will continue to provide planning assistance to Green Bay Metro and will complete special studies as requested by the Green Bay Transit Commission and Metro staff. This work could include route extension and microtransit expansion analyses, surveys, research, and other planning tasks.

***Work activity meets the Bipartisan Infrastructure Law's 2.5% Safe and Accessible Transportation Options Set-Aside Requirement.** (Note: This Bipartisan Infrastructure Law requirement states that MPOs must use at least 2.5% of their planning funds on specific activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities)

Coordinated Public Transit - Human Services Transportation Plan Update*

To enhance transportation access, minimize the duplication of services, provide the most cost-effective transportation possible with the resources that are available, and enable the area to continue to be eligible for funds through the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, MPO staff will prepare a full update of the county's current Coordinated Public Transit – Human Services Transportation Plan in 2025. This plan update will be developed in cooperation with many public and private sector transportation providers as well as representatives of the people who rely on specialized transportation services in Brown County.

Village of Ashwaubenon Bicycle and Pedestrian Plan Update*

The BCPC/MPO will update the Village of Ashwaubenon's 2018 Pedestrian and Bicycle Plan in 2025. The 2018 plan is an update of the village's first stand-alone bicycle and pedestrian plan that was developed in 2009 by village staff and private consultants in cooperation with a committee that included BCPC/MPO staff.

Public Participation Plan Review

Staff will review the MPO's Public Participation Plan to assess its effectiveness and determine if revisions are necessary.

Outreach to Traditionally Underserved Populations*

Staff will continue to conduct proactive transportation planning outreach activities that engage Environmental Justice (EJ) populations, Title VI and Limited English Proficiency (LEP) populations, Americans with Disabilities Act (ADA) populations, and other traditionally underserved populations in the Green Bay Metropolitan Planning Area.

Northeast Wisconsin Regional Intermodal Freight Facility Study - Phase 2

In 2024, the MPO began to build on the progress made by the Northeast Wisconsin Regional Intermodal Freight Facility Study by working with the ECWRPC, a private consultant, and regional partners to begin developing a "Phase 2" intermodal freight facility study based on the findings and recommendations in the first study. This study will be completed in 2025 as a carryover project from the MPO's 2024 Transportation Planning Work Program.

***Work activity meets the Bipartisan Infrastructure Law's 2.5% Safe and Accessible Transportation Options Set-Aside Requirement.** (Note: This Bipartisan Infrastructure Law requirement states that MPOs must use at least 2.5% of their planning funds on specific activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities)

Section 85.21 Specialized Transportation Assistance Program Administration*

Staff will work to ensure that the Section 85.21 funds that are granted to Brown County in 2025 are distributed to the approved recipients. MPO staff will also develop the Brown County Section 85.21 Program Plan for 2026. After the draft 2026 Program Plan is prepared, staff will hold a public hearing on the draft plan, present the draft plan and public hearing comments to the Brown County Transportation Coordinating Committee (TCC), and request final approval of the 2026 plan from the Brown County Planning Commission Board of Directors.

Planning Assistance to Requesting Communities and Agencies*

Transportation system analysis assistance will be provided to and special transportation studies will be conducted for communities and government agencies as requested. Studies that have been completed in the past and will likely be requested in 2025 include accessibility and safety studies at and near schools and other multimodal plans and studies. MPO staff will also continue to provide planning assistance to intermodal freight entities such as the Port of Green Bay and Green Bay Austin Straubel International Airport.

Planning Assistance to WisDOT*

Staff will continue to offer planning assistance on state transportation matters such as local roads and land uses near state projects as requested by WisDOT staff. Specifically, staff will work with WisDOT to develop and implement the state's long-range multimodal transportation plan (Connect 2050), rail plan (Wisconsin Rail Plan 2050) and Active Transportation Plan 2050. Staff will also work with WisDOT to implement the statewide bicycle and pedestrian plans, study the preservation of the STH 172 corridor and the possible extension of high-speed rail service to northeast Wisconsin, analyze the vehicular impacts of major developments on metropolitan area interchanges, and coordinate the urbanized area's Transportation Alternatives Program (TAP) and Carbon Reduction Program (CRP) application processes. In addition, staff will assist WisDOT and communities within the Metropolitan Planning Area with the development of transportation grant applications, help WisDOT implement the statewide freight plan and update the statewide highway plan, work with WisDOT on planning efforts such as Transportation Demand Management (TDM), and develop transportation system performance targets as required by the Bipartisan Infrastructure Law (BIL).

***Work activity meets the Bipartisan Infrastructure Law's 2.5% Safe and Accessible Transportation Options Set-Aside Requirement.** (Note: This Bipartisan Infrastructure Law requirement states that MPOs must use at least 2.5% of their planning funds on specific activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities)

Transportation Coordination for Seniors and People with Disabilities*

MPO staff and Brown County's Transportation Coordinating Committee (TCC) will continue to meet each quarter to review and coordinate transportation services for seniors and people with disabilities. MPO staff will also continue to administer the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for the Green Bay Urbanized Area and the State Specialized Transportation Assistance Program (State Stat. 85.21) on behalf of Brown County.

Work Element 41.15.00: Transportation Improvement Program (TIP)

Development of the 2026-2029 Transportation Improvement Program (TIP)*

Work on the TIP will be completed in the fall of 2025 with the publication and distribution of the *2026-2029 Transportation Improvement Program for the Green Bay Urbanized Area*. The programmed highway and transit projects will be reviewed and ranked to determine the distribution of the urbanized area's Surface Transportation Block Grant (STBG) funds.

The TIP will summarize all short- and long-range highway/transit planning study improvement recommendations, examine the availability of federal highway and transit funding, review the implementation progress of previously programmed projects, and address the urban area's compliance with FTA private sector participation regulations and the Section 504/ADA local effort. The 2026-2029 TIP will also include a financial capacity report (as outlined in FTA Circular 7008.1), a summary of how the program of projects complies with the federal Environmental Justice and Title VI regulations, and other items required by federal transportation legislation.

In addition to developing the 2026-2029 TIP, staff will monitor the implementation of projects identified in the 2025-2028 TIP by preparing a mid-year update of the 2025-2028 TIP in the late spring of 2025.

Brown County Safe Streets and Roads for All (SS4A) Plan (Non-MPO Activity)

Brown County received a Safe Streets and Roads for All (SS4A) grant in 2023 to develop an action plan that will identify high-impact safety improvement strategies and treatments that can be implemented throughout the county at relatively low costs. The \$200,000 SS4A grant and a \$50,000 non-federal match will be used by the Brown County Highway Department to hire a consultant to develop the plan.

***Work activity meets the Bipartisan Infrastructure Law's 2.5% Safe and Accessible Transportation Options Set-Aside Requirement.** (Note: This Bipartisan Infrastructure Law requirement states that MPOs must use at least 2.5% of their planning funds on specific activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities)

C. Transportation Planning Program Funding Summary

The approved calendar 2024 and proposed calendar 2025 transportation planning program budget comparison is as follows:

<u>Funding Agency</u>	<u>Calendar 2024</u>	<u>Calendar 2025</u>
FHWA (PL Funds)	\$419,977.00	\$326,722.74
Federal SATO Funds**	\$152,635.00	\$142,588.57
WisDOT PL Match	\$26,466.00	\$26,484.89
Brown County	\$78,528.00	\$55,195.79
TOTAL	\$677,606.00	\$550,991.99

Financial audits of the transportation program are conducted as part of the overall Brown County Attachment P Audit. The accounting firm of Schenck Business Solutions conducts financial audits of the transportation program. Expenses incurred by Schenck Business Solutions while auditing the transportation program as part of the Brown County Attachment P Audit process are billed directly to the transportation program.

FHWA funding consists of metropolitan planning funds (PL funds) made available through federal transportation legislation and FTA Section 5303 funds that are provided through the Federal Transit Act.

** **SATO = Safe and Accessible Transportation Options.** Beginning in 2024, MPOs were able to receive a waiver of their non-federal funding matches for eligible SATO-related planning activities. Each MPO's waiver amount is determined by a formula, and the Green Bay MPO's 2025 SATO waiver amount is the maximum allowed by this formula.

Table A: Complete Streets/Safe and Accessible Transportation Options (SATO) Cost Estimates for 2025

Work Activity	Est. Total Hours	Est. SATO Hours	Est. SATO Costs
2026 Transportation Planning Work Program	100	50	\$2,598
MPO LRTP Performance Measures Implementation	150	50	\$2,598
Completion of MPO Long-Range Transportation Plan Update	350	100	\$5,196
Congestion Management Process Update	550	100	\$5,196
MPO Transportation System Performance Targets	40	20	\$1,039
Management of the NE Wis. Regional Traffic Model	50	10	\$520
Annual Green Bay Metro System Analysis***	80	80	\$4,157
Planning Assistance to Green Bay Metro/Special Transit Studies***	2,721	2,721	\$141,393
Coordinated Public Transit - Human Services Transportation Plan Update***	200	200	\$10,393
Village of Ashwaubenon Bicycle & Pedestrian Plan Update****	315	315	\$16,369
Public Participation Plan Review	20	10	\$520
Outreach to Traditionally Underserved Populations	500	250	\$12,991
NE Wisconsin Regional Intermodal Freight Facility Study – Phase 2	750	75	\$3,897
Section 85.21 Program Administration	200	200	\$10,393
Planning Assistance to Communities/Agencies	2,126	1,200	\$62,357
Planning Assistance to WisDOT	300	150	\$7,795
Trans. Coord. for Seniors & People with Disabilities	100	100	\$5,196
2026-2029 Transportation Improvement Program	600	100	\$5,196
Totals:	9,152	5,731	\$297,804

*** FTA SATO Reimbursement Activities

**** FHWA SATO Reimbursement Activity

Notes:

- Estimated SATO costs = Number of estimated SATO hours multiplied by 2025 cost per staff hour.

- The 700 staff hours not included in this table will be spent on administrative activities under Work Element 41.11.00.

Table B: 2025 Transportation Planning Work Program Budgets (With SATO Funding)

WORK ELEMENT	EST. STAFF TIME (HOURS)	\$	%	\$	%	\$	%	WORK ELEMENT	WORK ELEMENT
		FHWA PL	FHWA	WisDOT	WisDOT	BC	BC	BUDGET TOTAL	% of Hours
PROGRAM SUPPORT/ADMINISTRATION: 41.11.00	TOTAL: 800 MPO DIR.: 540 PP: 80 S TRAN P: 60 S TRAN P: 60 TP: 60	\$64,492.81	80.00%	\$5,227.93	6.48%	\$10,895.27	13.52%	\$80,616.01	9%
LONG-RANGE TRANSPORTATION PLANNING: 41.13.00	TOTAL: 1,140 MPO DIR.: 60 PP: 30 S TRAN P: 800 S TRAN P: 200 TP: 50	\$47,390.95	80.00%	\$3,841.62	6.48%	\$8,006.12	13.52%	\$59,238.69	12%
SHORT-RANGE TRANSPORTATION PLANNING: 41.14.00 - GENERAL	TOTAL: 4,568 MPO DIR.: 545 PP: 272 S TRAN P: 1,183 S TRAN P: 1,268 TP: 1,200 SP: 100	\$189,896.38	80.00%	\$15,393.43	6.48%	\$32,080.66	13.52%	\$237,370.47	47%
SHORT-RANGE TRANSPORTATION PLANNING: 41.14.00 – FTA SATO REIMBURSEMENT	TOTAL: 2,544 MPO DIR.: 45 PP: 1,191 S TRAN P: 30 S TRAN P: 510 TP: 768	\$131,416.36	100%	----	0%	----	0%	\$131,416.36	24%
SHORT-RANGE TRANSPORTATION PLANNING: 41.14.00 – FHWA SATO REIMBURSEMENT	TOTAL: 200 SP: 200	\$11,172.21	100%	----	0%	----	0%	\$11,172.21	2%
TRANSPORTATION IMPROVEMENT PROGRAM: 41.15.00	TOTAL: 600 MPO DIR.: 10 PP: 515 S TRAN P: 15 S TRAN P: 50 TP: 10	\$24,942.61	80.00%	\$2,021.90	6.48%	\$4,213.75	13.52%	\$31,178.26	6%
TOTAL MPO COST BY FUNDING SOURCE	TOTAL: 9,852 MPO DIR.: 1,200 PP: 2,088 S TRAN P (2): 4,176 TP: 2,088 SP: 300	\$469,311.31	85.18%	\$26,484.89	4.81%	\$55,195.79	10.01%	\$550,991.99	100%

Table C: Transportation Planning Data Collection

<u>Data Item</u>	<u>Staff Responsibility</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
1. Transportation System Characteristics				
a. Existing and future functional classifications	WisDOT, BCPC	X	X	X
b. Transit revenue vehicle miles*****	BCPC			
c. Transit system bus stops and Equipment*****	BCPC			
d. Bus fleet mileage and condition*****	BCPC			
e. FTA Triennial Review	BCPC		X	
f. TAZ population and employment forecasts	BCPC	X	X	X
g. Bicycle and pedestrian facility inventories	BCPC	X	X	X
h. Congestion Management Process (CMP) Data	BCPC	X	X	X
2. Travel, Safety, and Usage Indicators				
a. Average daily traffic counts	WisDOT, BCPC			X
b. Intersection volume and turning counts*****	BCPC			
c. Traffic accident statistics	BCPC	X	X	X
d. Transit operational efficiency, including revenue, passengers, and transferring for individual bus routes	BCPC	X	X	X
e. Highway network forecasts (WisDOT - state system, BCPC - local system)	WisDOT, BCPC	X	X	X

Table C: Transportation Planning Data Collection (Cont.)

<u>Data Item</u>	<u>Staff Responsibility</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
3. Transportation Projects				
a. TIP. Includes evaluation of highway, transit, multi-modal, and elderly and disabled projects in terms of consistency with other plans, v/c ratios, pavement surface conditions, utility work scheduling, number of years in the TIP, consideration of multi-modal transportation, safety and security, availability of funding, congestion relief or prevention, reduction in SOV, intermodal connectivity, financial capacity, and air quality	BCPC	X	X	X
b. Transit service requests	BCPC	X	X	X
4. TMA Certification Review	FHWA, FTA, WisDOT, BCPC		X	
5. Freight	BCPC	X	X	X

*****This information will be collected upon request.

Table D: 2025 Cost Allocation Plan for the Green Bay MPO

Note: MPO staff are shown in **bold**.

Direct Salaries

<u>Position</u>	<u>Total Hours</u>	<u>Total Salaries</u>	<u>Total PL Grant</u>
Planning Director/MPO Director	1200	\$63,435.84	\$57,081.13
Principal Transportation Planner	2088	\$93,787.95	\$84,392.71
Senior Transportation Planner	2088	\$74,113.98	\$66,689.59
Senior Transportation Planner	2088	\$74,113.98	\$66,689.59
Transportation Planner	2088	\$65,015.31	\$58,502.38
Senior Planner (Ashwaubenon Bike-Ped Plan)	300	\$10,648.56	\$9,581.84
Totals		\$381,115.61	\$342,937.23

Fringe Benefits

<u>Position</u>	<u>Total Salaries</u>	<u>Total Fringes</u>	<u>Total PL Grant</u>
Planning Director/MPO Director	\$63,435.84	\$21,806.99	\$19,622.47
Principal Transportation Planner	\$93,787.95	\$32,451.00	\$29,200.21
Senior Transportation Planner	\$74,113.98	\$25,335.00	\$22,797.06
Senior Transportation Planner	\$74,113.98	\$25,371.00	\$22,829.45
Transportation Planner	\$65,015.31	\$22,227.00	\$20,000.40
Senior Planner (Ashwaubenon Bike-Ped Plan)	\$10,648.56	\$3,640.09	\$3,275.44
Totals	\$381,115.61	\$130,831.08	\$117,725.03

Direct Expenses

<u>Item</u>	<u>Cost</u>
Office Supplies	323.00
Computer Hardware	0.00
Copy Expense & Printing	1,197.00
Dues and Memberships	0.00
Vehicle Repair/Maint./Replacement	0.00
Gas, Oil, Etc.	0.00
Mileage Reimbursements (Pool Vehicles, Etc.)	760.00
Advertising & Public Notices	304.00
Postage	760.00
Books/Periodicals/Subscrips./Software	331.20
Travel/Conference/Training	950.00
Direct Expenses Total:	4,625.20

Indirect Expenses

Building Rent	\$4,550.59
Personnel Services	\$707.18
Financial/Accounting Svcs.	\$8,879.84
Info. Services Chargebacks	\$16,256.00
Insurance Chargebacks	\$4,026.48
Indirect Expenses Total:	\$34,420.09

MPO portion of dept's direct & indirect costs:	\$39,045.29
Total PL grant for direct & indirect costs:	\$35,133.92

Total MPO program costs:	\$550,991.99
Total PL grant:	\$495,796.20
Local Share:	\$55,195.79

Notes:

The MPO's 2025 indirect expenses represent a proportional share (Approx. 38%) of MPO-related indirect expenses budgeted in 2025 for the MPO's host agency (the Brown County Planning and Land Services Department – Planning Division). The MPO's proportional share was calculated by dividing the number of MPO staff (4.6) by the total number of staff in the department's planning division (12.25). This rate will be applied as established, and any "truing up" that may be necessary in 2025 will be reflected in the indirect expenses that are charged to the department's planning division in 2027 (following the audit of 2025's actual expenses).

The source of the MPO's 2025 indirect expenses is the *2023 Indirect Cost Plan for the 2025 Budget* that was prepared by the Brown County Department of Administration for the Planning and Land Services Department – Planning Division and made available to the US Department of Health and Human Services. The 2023 indirect cost plan is being used for the 2025 budget because 2023 is the most recent year for which an audit of actual expenses was completed. The indirect cost plan is available for review at the Brown County Planning and Land Services Department.

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

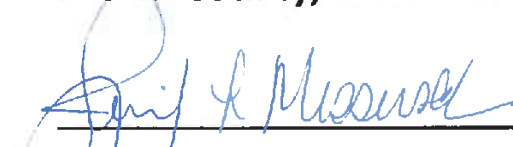
- 1) All costs included in this proposal (as dated below) to establish cost allocations or billings for the fiscal year ended December 31, 2023, are allowable in accordance with the requirements of 2 CFR Part 200 and the Federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

- 2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Governmental unit: **Brown County, Wisconsin**

Signature:



Name of Official:

Jennifer L. Messerschmidt

Title:

Controller

Date of Execution:

4/16/2024

Table E: 2025 Work Schedule

<u>Work Element</u>	<u>Jan.</u>	<u>Feb.</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>
41.11.00 Program Support & Admin.	-----	-----	-----	-----	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	(1)-----	-----
41.13.00 Long-Range Transportation Planning	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	(2)xxxx	xxxxxx	xxx(3)(4)
41.14.00 Short-Range Transportation Planning	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xx(5)xx	xxxxxx	(6)(7)(8)
41.15.00 TIP	-----	-----	-----	xxxxxx	xxxxxx	(9)xxxx	xxxxxx	xxxxxx	xxxxxx	(10)----	-----	-----

xxx Special planning studies
 ---- General planning functions
 (0) Final study report

STUDY REPORT TITLES

1. 2026 Transportation Planning Work Program
2. 2025 LRTP Transportation System Performance Measures Report
3. 2045 LRTP Update
4. Congestion Management Process Update
5. Annual Green Bay Metro System Analysis Update
6. NE Wisconsin Regional Intermodal Freight Facility Study – Phase 2
7. Coordinated Public Transit - Human Services Transportation Plan Update
8. Village of Ashwaubenon Bicycle and Pedestrian Plan Update
9. 2025-2028 Transportation Improvement Program Mid-Year Update
10. 2026-2029 Transportation Improvement Program

Appendix 1: Title VI Accomplishments between January 1, 2024, and June 30, 2024

- Staff updated Title VI information for members of the MPO's Policy Board and TAC. Staff also contacted Policy Board and TAC members who did not respond to a self-identification survey.
- Staff updated the MPO's Title VI Assurances document and Title VI Implementation Plan Agreement and sent them to WisDOT for signatures.

Appendix 2

Green Bay Metropolitan Planning Organization (MPO) Title VI and
Non-Discrimination Program/Limited English Proficiency Plan

and

Title VI Non-Discrimination Agreement Between the
Wisconsin DOT and the Green Bay MPO

and

Cooperative Agreement for Continuing Transportation Planning for the
Green Bay Urbanized Area Between the
Brown County Planning Commission/Green Bay MPO,
Wisconsin Department of Transportation, and Green Bay Metro.

This plan and these agreements can be found on the Brown County Planning Commission's
Transportation website at [Brown County > Departments > Planning and Land Services > Planning
> Title VI Plan](#)

Appendix 3: Metropolitan Planning Factors & Planning Emphasis Areas

Federal transportation legislation identifies 10 planning factors that must be considered by MPOs when developing transportation plans and programs. These factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

The following table summarizes how the MPO's major 2025 work activities will address the 10 planning factors.

Work Element	Major Work Activity	Metropolitan Planning Factors									
		1	2	3	4	5	6	7	8	9	10
41.11.00	2026 Transportation Planning Work Program	X	X	X	X	X	X	X	X	X	X
41.13.00	MPO LRTP Performance Measures Implementation	X	X	X	X	X	X	X	X	X	X
41.13.00	MPO Long-Range Transportation Plan Update	X	X	X	X	X	X	X	X	X	X
41.13.00	Congestion Management Process Update	X	X	X	X	X	X	X	X	X	X
41.13.00	MPO Transportation System Performance Targets	X	X	X	X	X	X	X	X	X	X
41.13.00	Management of the NE Wis. Regional Traffic Model	X		X	X		X	X	X	X	X
41.14.00	Annual Green Bay Metro System Analysis	X	X	X	X	X	X	X	X	X	X
41.14.00	Planning Assistance to Green Bay Metro/Special Transit Studies	X	X	X	X	X	X	X	X	X	X
41.14.00	Coord. Public Transit - Human Services Trans. Plan Update	X	X	X	X	X	X	X		X	
41.14.00	Village of Ashwaubenon Bicycle & Pedestrian Plan Update	X	X	X	X	X	X	X	X	X	X
41.14.00	Public Participation Plan Review	X	X	X	X	X	X	X	X	X	X
41.14.00	Outreach to Traditionally Underserved Populations	X	X	X	X	X	X	X	X	X	X
41.14.00	NE Wisconsin Regional Intermodal Freight Facility Study – Phase 2	X	X	X	X	X	X	X	X	X	X
41.14.00	Section 85.21 Program Administration	X	X	X	X	X	X	X	X	X	
41.14.00	Planning Assistance to Communities/Agencies	X	X	X	X	X	X	X	X	X	X
41.14.00	Planning Assistance to WisDOT	X	X	X	X	X	X	X	X	X	X
41.14.00	Trans. Coord. for Seniors & People with Disabilities	X	X	X	X	X	X	X	X	X	X
41.15.00	2026-2029 Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X

Federal transportation legislation also identifies eight Planning Emphasis Areas that must be considered by MPOs when developing transportation plans and programs. These Planning Emphasis Areas are:

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.
2. Equity and Justice in Transportation Planning.
3. Complete Streets.
4. Public Involvement.
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.
6. Federal Land Management Agency (FLMA) Coordination.
7. Planning and Environment Linkages (PEL).
8. Data in Transportation Planning.

The following table summarizes how the MPO’s major 2025 work activities will address the eight Planning Emphasis Areas.

Work Element	Major Work Activity	Planning Emphasis Areas							
		1	2	3	4	5	6	7	8
41.11.00	2026 Transportation Planning Work Program	X	X	X	X	X	X	X	X
41.13.00	MPO LRTP Performance Measures Implementation	X	X	X	X	X	X	X	X
41.13.00	MPO Long-Range Transportation Plan Update	X	X	X	X	X	X	X	X
41.13.00	Congestion Management Process Update	X	X	X	X	X	X	X	X
41.13.00	MPO Transportation System Performance Targets	X	X	X	X	X			X
41.13.00	Management of the NE Wis. Regional Traffic Model	X	X	X	X	X			X
41.14.00	Annual Green Bay Metro System Analysis	X	X	X	X		X		X
41.14.00	Planning Assistance to Green Bay Metro/Special Transit Studies	X	X	X	X		X	X	X
41.14.00	Coord. Public Transit - Human Services Trans. Plan Update	X	X		X				X
41.14.00	Village of Ashwaubenon Bicycle & Pedestrian Plan Update	X	X	X	X	X	X	X	X
41.14.00	Public Participation Plan Review	X	X	X	X	X	X	X	X
41.14.00	Outreach to Traditionally Underserved Populations	X	X	X	X		X	X	X
41.14.00	NE Wisconsin Regional Intermodal Freight Facility Study – Phase 2	X	X		X	X		X	X
41.14.00	Section 85.21 Program Administration	X	X		X		X		X
41.14.00	Planning Assistance to Communities/Agencies	X	X	X	X	X	X	X	X
41.14.00	Planning Assistance to WisDOT	X	X	X	X	X	X	X	X
41.14.00	Trans. Coord. for Seniors & People with Disabilities	X	X	X	X			X	X
41.15.00	2026-2029 Transportation Improvement Program	X	X	X	X	X	X	X	X

Appendix 4: 2025 MPO Policy Board, Technical Advisory Committee, and Other Meeting Dates

MPO Policy Board	Transportation Subcommittee	Brown County Transportation Coordinating Committee	MPO Directors Meetings with WisDOT & FHWA	Model Users Group Meetings (As Necessary)	Mid-Year Review & Work Program Meetings
January 8			January 28		
February 5					
March 5		March 10			
April 2	April 14		April 22		
May 7					
June 4		June 9			June 19
July 2			July 22		
August 6					
September 3	September 15	September 8			September 10
October 1			October 28		
November 5		November 24			
December 3					

Notes:

- MPO Policy Board meetings might be rescheduled due to holidays, elections, etc.
- Additional BCPC Transportation Subcommittee meetings could occur if necessary. Also, these meetings might be rescheduled to accommodate unforeseen deadlines, etc.

Appendix 5: MPO Self-Certification Summary

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

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

With the approval of the Self-Certification, the policy board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services. The Transportation Planning Work Program includes documentation that as an agency and in partnership with its members, the MPO policy board adheres to the applicable requirements of federal transportation legislation and the Clean Air Act.

The 10 requirements for self-certification are summarized below.

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

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

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

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

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

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on May 3, 2023.

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

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on May 3, 2023. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

(5) *Section 1101(b) of the Infrastructure Investment and Jobs Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.* The DBE program ensures equal opportunity in transportation contracting markets, and in the statute Congress established a national goal that 10% of federal funds go to certified DBE firms.

Green Bay MPO Compliance: The MPO will follow Brown County's DBE policy if outside contractors are hired to complete MPO projects using federal MPO planning funds.

(6) *23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.*

Green Bay MPO Compliance: This requirement does not directly apply to the Green Bay MPO because it is not involved in federal or federal-aid highway construction contracts. However, the MPO follows Brown County's equal employment opportunity policy because the MPO is housed within the Brown County Planning Commission.

(7) *The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38.* Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on May 3, 2023. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission. In addition, the MPO's office and meeting facilities are accessible to people with disabilities.

(8) *The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.*

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on May 3, 2023. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on May 3, 2023. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Green Bay MPO Compliance: The MPO complies with this requirement through the policies identified in the Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update that was approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on May 3, 2023. The MPO also follows Brown County's non-discrimination policy because the MPO is housed within the Brown County Planning Commission.

The Brown County Non-Discrimination Policy is as follows:

Brown County is committed to the equality of opportunity for all people. It is the policy of Brown County to provide equal employment opportunities for all individuals on the basis of the skills, abilities, and qualifications, without regard to race, color, national origin, religion, political affiliation, sex, age, disability, marital status, arrest or conviction record, sexual orientation, disabled veteran or covered veteran status, membership in the National Guard or any other reserve component of the United States or State military forces, use or non-use of lawful products off the employer's premises during non-working hours, or any other non-merit factors, except where such factors constitute a bona fide occupational qualification, and except where conviction and/or arrest record substantially relates to the circumstance of positions applied for.

RESOLUTION NO. 2024-10

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION
APPROVING THE 2025 TRANSPORTATION PLANNING WORK PROGRAM
FOR THE GREEN BAY METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, the U.S. Department of Transportation requires the development of a Transportation Planning Work Program (TPWP) for all Metropolitan Planning Organizations (MPOs) in the United States; and

WHEREAS, in accordance with 23 CFR 450.336(a) the Green Bay MPO hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, an approved TPWP is needed to obtain the federal and state funds that support each MPO's activities; and

WHEREAS, each MPO policy board must approve the MPO's TPWP before submitting the program to the state and federal governments for review, approval, and funding; and

WHEREAS, the Brown County Planning Commission is the designated MPO for the Green Bay Urbanized Area; and

WHEREAS, the Brown County Planning Commission Board of Directors is the Green Bay MPO's policy board.

THEREFORE, BE IT RESOLVED, that the Brown County Planning Commission Board of Directors approves the Green Bay MPO's 2025 Transportation Planning Work Program.

BE IT FURTHER RESOLVED that the MPO planning process is compliant with the requirements of the Infrastructure Investment and Jobs Act and that the Brown County Planning Commission certifies that the urban transportation planning process certification requirements of 23 CFR 450 are satisfied.

Dated at Green Bay, Wisconsin, this 2nd day of October 2024.

BROWN COUNTY PLANNING COMMISSION


Norbert Dantine, Jr., President

ATTEST:



Cole Runge, Planning Director/MPO Director