

Brown County Planning Commission Green Bay MPO

2019 Transportation Planning Work Program

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2019 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)
Town of Little Suamico (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)	Patty Kiewiz (Green Bay Metro)
Brian Brock (Wisconsin DOT)	Aaron Linssen (BC Board – C. De Pere)
Norbert Dantine, Jr. (T. Humboldt/T. Green Bay)	Michael Malcheski (V. Ashwaubenon)
Bernie Erickson (BC Board – C. Green Bay)	Austin Miloszewicz (C. Green Bay)
Kim Flom (C. De Pere)	Gary Pahl (T. Lawrence/T. Wrightstown)
Steve Grenier (C. Green Bay)	Terry Schaeuble (V. Denmark, Pulaski, Wrightstown)
Mark Handeland (T. Ledgeview)	Glen Severson (V. Hobart)
Matthew Harris (V. Allouez)	Ray Suennen (V. Howard)
Frederick Heitl (T. Holland/T. Morrison)	Norbert Van De Hei (T. Glenmore/T. Rockland)
Phillip Hilgenberg (C. Green Bay)	Jason Ward (V. Suamico)
Kathleen Janssen (T. Eaton/T. New Denmark)	Matthew Woicek (C. Green Bay)
Dotty Juengst (C. Green Bay)	Reed Woodward (V. Denmark, Pulaski, Wrightstown)
Dave Kaster (V. Bellevue)	Vacant (BC Board - Rural)
Michelle Kerr (T. Pittsfield/T. Scott)	Vacant (C. Green Bay)

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

Dave Betts (V. Bellevue)	Rebecca Nyberg (BC Health Dept.)
Geoff Farr (V. Howard)	Diane Paoni (WisDOT- Central Office) (NV)
Mary Forlenza (FHWA – Madison) (NV)	Marty Piette (GB Austin Straubel Airport)
Sean Gehin (V. Allouez)	Eric Rakers (C. De Pere)
Steve Grenier (C. Green Bay)	Brandon Robinson (Bay-Lake RPC)
Matt Halada (WisDOT – Northeast Region)	Andy Smits (V. Suamico)
Ed Kazik (V. Hobart)	Nick Uitenbroek (BC Public Works Dept.)
Patty Kiewiz (Green Bay Metro)	William Wheeler (FTA – Region 5) (NV)
Tom Klimek (E&LS Railroad)	Vacant (Oneida Nation)
Doug Martin (V. Ashwaubenon)	

NV: Non-voting member

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

Ian Agar (BC Human Services)	Denise Misovec (Curative Connections)
Mary Brick (Syble Hopp School)	Sandy Popp (Options for Independent Living)
Brandon Cooper (Oneida Nation)	Cole Runge (BC Planning Commission/Green Bay MPO)
Mary Derginer (ADRC of Brown County Board)	Brian Silk (MV Transportation)
Essie Fels (Green Bay Metro)	Julie Tetzlaff (Cerebral Palsy Inc.)
Pat Finder-Stone (Citizen Member)	Tina Whetung (Curative Connections Trans. Program)
Christel Giesen (ADRC of Brown County)	Genny Willemon (BC Human Services)
Matt Halada (Wisconsin DOT NE Region)	John Withbroe (Green Bay Transit Commission)
Jessica Klemens (ASPIRO)	Vacant (BC Executive Department)
Linda Mamrosh (Citizen Member)	Vacant (BC Board of Supervisors)

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Note: MPO staff is shown in bold type. Non-MPO staff will work on MPO projects as necessary in 2019, and MPO staff will work on non-MPO projects as necessary in 2019. 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

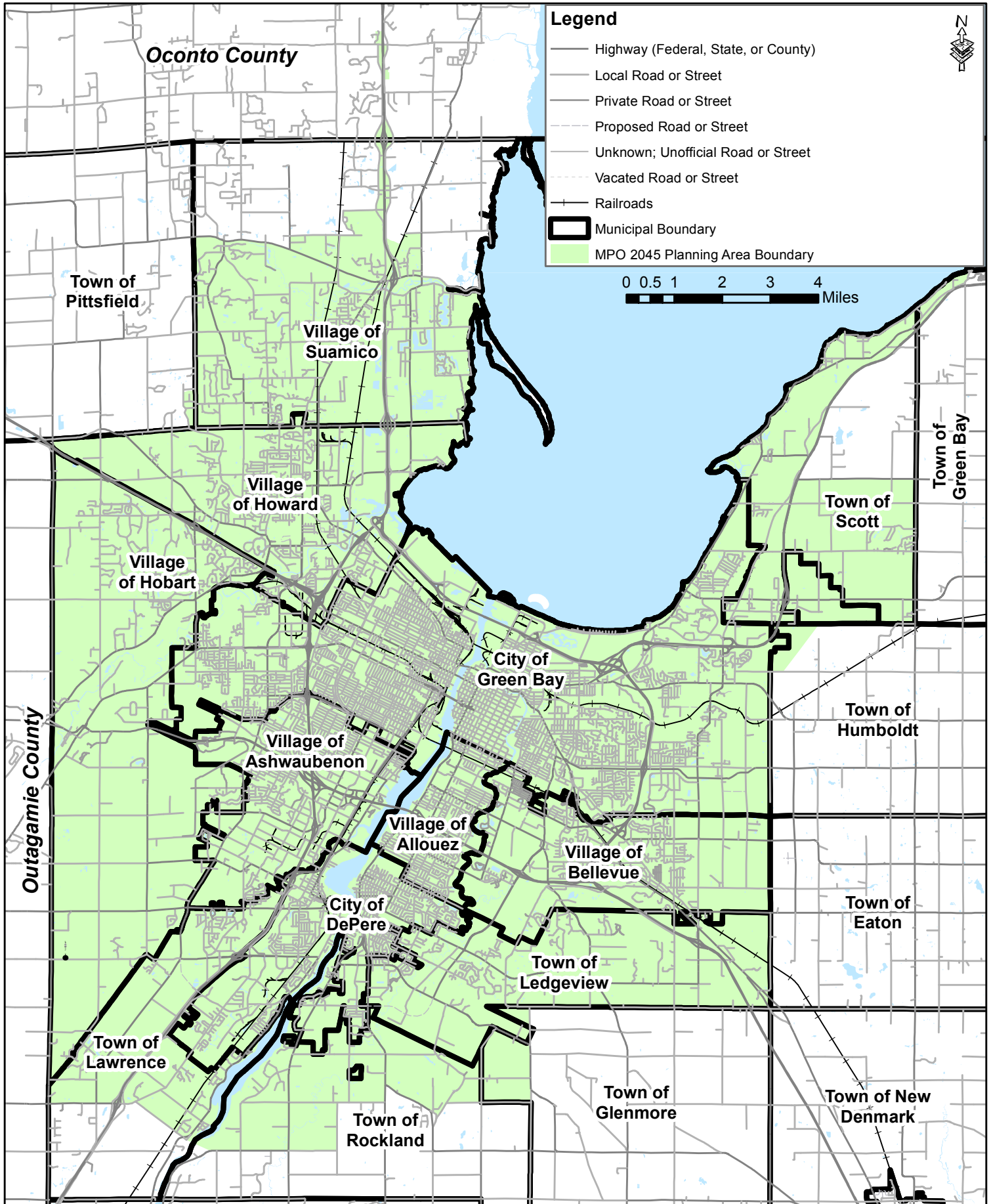




Green Bay MPO 2045 Metropolitan Planning Area Boundary

Approved by MPO Policy Board March 6, 2013

Approved by WisDOT June 16, 2014



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.

Since 2015, the US Department of Transportation has recommended that the Green Bay MPO and other MPOs include work program activities that:

- Address the transition to performance-based planning and programming.
- Coordinate planning efforts to ensure a regional approach between the MPOs, state Departments of Transportation, and operators of public transportation.
- Identify and address access to essential services.

Activities that address these three emphasis areas are noted throughout this work program.

List of MPO Accomplishments: January 1, 2018 – June 30, 2018

The following significant activities were completed by staff between January 1 and June 30, 2018:

Program Support and Administration (Work Element 41.11.00)

2018 TMA Certification Review

- Staff prepared responses to the recommendations in the MPO's 2014 TMA Certification Review Report at the direction of the Federal Highway Administration (FHWA). Staff also prepared public notices for the newspaper, MPO website, MPO Facebook, MPO Twitter, and the organizations and individuals on the MPO's Interested Parties List. In addition, staff participated in the two-day review with representatives of FHWA, WisDOT, and the Federal Transit Administration (FTA).

General

- Staff began to develop the 2019 MPO Transportation Planning Work Program.
- Staff developed a 2018 MPO Transportation Planning Work Program status report at the direction of WisDOT for the MPO's mid-year review conference call with WisDOT and FHWA. Staff also presented information during the mid-year review and answered questions from review participants.
- Staff developed the MPO's reports and reimbursement requests to WisDOT for the fourth quarter of 2017 and first quarter of 2018. Staff also prepared transportation program expense reports for these quarters and submitted them to the Brown County Administration Department.
- Staff documented the information and steps necessary to develop various MPO plans, programs, and reports in in Microsoft OneNote.

Long-Range Transportation Planning (Work Element 41.13.00)

Long-Range Transportation Plan Performance Measures Implementation

- Staff collected crash data, pavement condition data, and other information for the MPO's 2018 transportation system performance measures analysis. Staff also analyzed the data, prepared geographic information system (GIS)-based maps that identify the condition of identified pavement segments, and developed draft papers that summarize the findings of each analysis. Staff then developed the final report that will be presented to the Brown County Planning Commission (BCPC) Transportation Subcommittee and BCPC Board of Directors.

Development of State and MPO Transportation System Performance Targets

- Staff developed a Transportation Safety Performance Targets resolution for approval by the BCPC Board of Directors. Staff also presented the resolution to the BCPC Board

and answered questions from Board members. After the resolution was approved, staff submitted it to WisDOT and FHWA.

- Staff reviewed draft language from WisDOT regarding transportation system performance measures that will be added to the cooperative agreement between the MPO, WisDOT, and Green Bay Metro.
- Staff reviewed and tested the Wisconsin Traffic Operations and Safety (TOPS) Laboratory's new mobility performance assessment tool website.
- Staff began to develop resolutions for federally-required performance measures and targets for pavement/bridge condition and travel/freight reliability.

Southern Bridge and Arterials Environmental Study and IAJR (Non-MPO Activity)

- Staff developed an amended Notice of Intent (NOI) and Project Initiation Letter (PIL) for the Southern Bridge Project EIS and sent them to FHWA for review.
- Staff prepared for and participated in teleconferences and meetings with WisDOT and FHWA staff to discuss information that needs to be included in the Southern Bridge Project IAJR's Preliminary Engineering and Operations Report (PEOR). The PEOR was completed and submitted to WisDOT for review.

Short-Range Transportation Planning (Work Element 41.14.00)

Annual Review of the Green Bay Metro Fixed Route System

- Staff completed the data collection/analysis and developed the text for the 2018 Green Bay Metro Annual Route Review and Analysis Report. Staff also presented the report to the Green Bay Transit Commission.

2019-2023 Transit Development Plan (TDP)

- Staff continued to collect data and began to write the *2019-2023 Green Bay Metro Transit Development Plan*. Specific tasks during the first half of 2018 included:
 - Development of an online interactive map and survey that collected public input for the TDP.
 - Development of a Green Bay Metro Rider Alert that was posted on all buses, at the transportation center, and on Metro's website, Facebook page, and Twitter feed. Staff also sent the alert to the 200+ organizations and individuals on the MPO's interested parties list.
 - Development and distribution of a survey for Green Bay Metro drivers, dispatchers, and other "frontline" staff.
 - Development of results summaries for the online interactive map, online survey, and frontline staff survey.
 - Meeting with Green Bay Area Public School District staff regarding fixed route bus service to middle and high schools.

- Attending public outreach meetings regarding the establishment of a new hub on the east side of the City of Green Bay and the corresponding bus route revisions.
- Reviewing the new bus route system and incorporating this information into the draft TDP.
- Meetings with Metro administrative staff.
- Development of draft TDP chapters.

Section 85.21 Specialized Transportation Assistance Program Administration

- Staff prepared for and participated in a meeting with representatives of Curative Connections, the Aging and Disability Resource Center (ADRC) of Brown County, Salvation Army, and others to discuss new procedures for developing Brown County's annual State Specialized Transportation Assistance Program (Section 85.21) Plan.
- Staff developed and obtained signatures for project agreements between the Brown County Planning and Land Services (PALS) Department and the recipients of 2018 Section 85.21 Program funds. The PALS department is the Green Bay MPO's host agency.
- Staff prepared for and participated in two meetings with representatives of the Brown County Administration Department and Brown County Human Services Department to discuss accounting procedures for the Section 85.21 Program.
- Staff formatted quarterly and annual report forms for the 2018 Section 85.21 Program. The quarterly and annual reports will be submitted to WisDOT.
- Staff collected and recorded monthly ridership and financial data from the Brown County Section 85.21 Program funding recipients for January through June. Staff also collected reimbursement requests from the recipients for this period and forwarded them to the Planning and Land Services (PALS) Administrative Coordinator for processing.
- Staff developed a ridership report for Brown County's Section 85.21 Program for the first quarter of 2018 and submitted the report to WisDOT.

Title VI Activities

- Staff conducted research and provided Green Bay Metro with information for an update of Metro's Title VI and Limited English Proficiency (LEP) Plan.
- Staff updated the MPO Title VI and Non-Discrimination Program's board and committee composition tables in response to membership changes.
- Staff participated in two meetings of the Northeast Wisconsin Regional Access to Transportation Committee.

Planning Assistance to Requesting Communities and Agencies

- Staff developed an application for FY 2018 BUILD grant funds for the construction of an interchange at STH 29 and County Highway VV in Hobart and Howard. Work on this

task included organizing and facilitating a kick-off meeting with representatives of Hobart, Howard, and Brown County, coordinating with WisDOT, Hobart, Howard, Brown County, and others to collect information for the application, researching data for the application, and developing the application's narrative, maps, graphics, and other elements. The application was completed and submitted to the US Department of Transportation in July.

- Staff researched overnight parking programs throughout the United States and other information regarding incentives for people to avoid drinking and driving. Staff also discussed overnight parking programs that cities and states have implemented with the Brown County Tavern League President and sent him information about overnight parking programs that were implemented by the State of Colorado and City of Seattle. In addition, staff presented this information to the Brown County Traffic Safety Commission at its April meeting.
- Staff developed a PowerPoint summary of the Brown County Oversized-Overweight (OSOW) and OSOW High Clearance Truck Route Study that staff completed for the Port of Green Bay. Staff also presented the PowerPoint summary at the 2018 Port Symposium and answered questions from symposium participants.
- Staff created interactive GIS online maps for the area's OSOW truck routes and OSOW high clearance truck routes to and from the Port of Green Bay.
- Staff participated in the February and May meetings of the Greater Green Bay Active Communities Alliance.
- Staff reviewed proposed state legislation that would eliminate the prohibition of the use of condemnation to obtain land for sidewalks and on-street bicycle lanes. Staff also forwarded this information to the members of the BCPC Board of Directors and BCPC Transportation Subcommittee.
- Staff continued to develop "story maps" that summarize major MPO plans and studies. The story maps are posted on the MPO's website.
- Staff participated in the February and May meetings of the Mobility Management Program for Brown County's Focus Group.
- Staff prepared for and participated in the kick-off meeting for the Green Bay Area Public School District/City of Green Bay Safe Routes to School - Bicycle and Pedestrian Plan.
- Staff collected and sent GIS data, bicycle and pedestrian plans, transportation studies, and other information to the consultant that was chosen to develop the Green Bay Area Public School District/City of Green Bay Safe Routes to School - Bicycle and Pedestrian Plan.
- Staff reviewed information for the first meeting of the Green Bay Area Public School District/City of Green Bay Safe Routes to School - Bicycle and Pedestrian Plan Advisory Committee. Staff also participated in the advisory committee meeting.

- Staff prepared for and participated in meetings with Brown County staff regarding potential street and lot layout options for the Brown County Farm Property in the City of Green Bay.
- Staff reviewed and scored three proposals submitted by consulting firms to conduct a feasibility study to determine if commuter service between Fond du Lac-Oshkosh-Appleton-Green Bay via I-41 is warranted. Staff also participated on an interview team for the selection of a study consultant.
- Staff worked with Brown County Parks Department staff to develop wayfinding signage and an interactive wayfinding map for the Fox River Trail.
- Staff developed a PowerPoint summary of the Southern Bridge project's status and next steps for a presentation to the De Pere Common Council. Staff also presented the PowerPoint summary to the De Pere Common Council and answered questions from council members.
- Staff presented an update of the Southern Bridge project during a meeting of the Brown County Executive's Southern Bridge Coalition. Staff also answered questions from meeting participants.
- Staff participated in a meeting with representatives of Senator Tammy Baldwin, Representative Mike Gallagher, and the Green Bay Area Chamber of Commerce to discuss the status of the Southern Bridge project.
- Staff developed information regarding the Southern Bridge project and the federal share of all transportation projects at the request of the County Executive for upcoming meetings with federal elected officials.
- Staff updated the Southern Bridge project's Frequently Asked Questions (FAQs) summary on the BCPC/MPO website.

Planning Assistance to Green Bay Metro

- Staff updated Metro's full service route system map.
- Staff developed draft maps for Metro's new east side fixed bus routes and limited service bus routes.
- Staff updated Metro's paratransit area map and uploaded the map layer to the MPO's interactive GIS map.
- Staff continued to update bus stop data within the MPO's GIS system (signage, shelters, sidewalks, ADA accessibility, lighting, etc.).

Planning Assistance to WisDOT

- Staff discussed the status of WisDOT's efforts to identify a system of Critical Urban Freight Corridors throughout the state with WisDOT staff. Staff also discussed the approval status of WisDOT's Statewide Freight Plan with WisDOT staff.
- Staff reviewed WisDOT's/FTA's new Transit Asset Management (TAM) requirement and corresponded with WisDOT Central Office staff regarding the TAM compliance process.

Transportation Alternatives (TA) Program Administration

- Staff reviewed the first draft of a TA project application from the Village of Allouez and discussed the draft application with Allouez and WisDOT Northeast Region Office staff.
- Staff reviewed comments from WisDOT Northeast Region Office staff regarding three applications that were submitted for Green Bay Urbanized Area TA funds. Staff also spoke to WisDOT Northeast Region Office staff about the comments.
- Staff spoke to two TA funding applicants regarding WisDOT's comments about their TA funding applications.
- Staff developed a report to the BCPC Transportation Subcommittee (MPO TAC) regarding staff's recommendations for TA funding. Staff also presented the report and recommendations to the Transportation Subcommittee and answered questions from subcommittee members.
- Staff developed a report to the BCPC Board of Directors (MPO Policy Board) regarding staff's recommendations for TA funding. Staff also presented the report and recommendations to the BCPC Board and answered questions from the members. After the recommendations were approved by the BCPC Board, staff submitted the approved projects to WisDOT.

Section 5310 Program Administration

- Staff consulted with WisDOT Central Office staff regarding a process for obtaining additional Section 5310 funds for rural Brown County specialized transportation services.
- Staff began to prepare information to distribute for the CY 2019 Section 5310 Program project solicitation process.

Transportation Coordination for Seniors and People with Disabilities

- Staff developed a report regarding the purchase and use of Green Bay Metro bus passes by the state's Non-Emergency Medical Transportation (NEMT) broker. The report was presented to the Brown County Transportation Coordinating Committee (TCC) in March.

- Staff discussed developing a specialized transportation voucher pilot project for seniors and people with disabilities with the Mobility Coordinator of Brown County. Staff also contacted WisDOT to find out if funds from Brown County's Section 85.21 Program Trust can be used to pay for the pilot project.
- Staff developed a report to the BCPC Board of Directors (MPO Policy Board) regarding a recommendation to use funds from Brown County's Section 85.21 Program Trust to pay for a specialized transportation voucher pilot project in 2018.
- Staff prepared a summary of the proposed specialized transportation voucher pilot program to distribute to and discuss with the Brown County TCC at its June 2018 meeting.
- Staff developed the agenda and other information for the March and June meetings of the Brown County TCC and sent the information to the TCC members. Staff also chaired the TCC meetings, presented information at the meetings, prepared the meeting minutes, and developed and sent follow-up correspondence to TCC members after the meetings.
- Staff distributed weekly construction project updates from the City of Green Bay and City of De Pere to members of the Brown County TCC. The TCC members were asked to pass this information along to their clients and/or their clients' caregivers so they will know where and when sidewalks and crosswalks may be inaccessible.

Participation in Planning Webinars and Teleconferences

- *Road Diets V 2.0 – Road Diets with Roundabouts* webinar.
- *Bike-Ped Portal - National Bicycle and Pedestrian Count Archive* webinar.
- *Developing Competitive BUILD Discretionary Grant Program Applications* webinar.
- *FHWA Guidebook for Measuring Multimodal Network Connectivity* webinar.
- *Analysis of the Contribution of Transportation and Land Use to Citizen Perception of Livability* webinar.
- *Dealing with Conflict in Local Land Use Decision-Making* teleconference.
- *Developing Under A Form-Based Code* webinar.
- *Native American Tribes, Law, and Planning* webinar.

Transportation Improvement Program (Work Element 41.15.00)

- Staff researched transportation-related stormwater runoff best management techniques/practices for the development of a transportation-related stormwater management criterion for the MPO's Surface Transportation Block Grant (STBG) Process. Staff also developed and distributed information regarding a potential method of developing a transportation-related stormwater management criterion to the BCPC Transportation Subcommittee for review and discussed the information with a Transportation Subcommittee member.
- Staff received, edited, and posted the *2017 Obligated Transportation Projects for the Green Bay Urbanized Area*.
- Staff consulted with WisDOT staff regarding a project that WisDOT intends to include in a future TIP amendment.
- Staff reviewed two production reports issued by WisDOT regarding projects that are being funded through the STBG Program.
- Staff prepared for and participated in a conference call with WisDOT representatives and staff from the state's other MPOs regarding WisDOT's proposed revisions to the Surface Transportation Block Grant (STBG) Program.
- Staff developed questions for WisDOT regarding WisDOT's proposed revisions to the STBG Program and sent them to WisDOT and the state's other MPOs. Staff also developed and sent a response to WisDOT's correspondence regarding its decision to withdraw its initial STBG restructuring proposal.
- Staff developed the Mid-Year Update/Major Amendment #2 to the 2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Work on this task included:
 - Working with WisDOT and Metro staff to identify the projects that need to be updated in the amendment.
 - Preparing the draft amendment document.
 - Drafting language that addresses the requirement that TIPs and TIP amendments approved on or after May 27, 2018 must include a description of how the TIP or TIP amendment contributes to achieving approved performance targets as required by the FAST Act.
 - Submitting the draft amendment document to interested parties and to FHWA, FTA, and WisDOT for review and comment.
 - Preparing and issuing public participation materials, social media posts, and a legal notice.
 - Scheduling and conducting the public review and comment period and a public hearing.
 - Presenting the draft amendment document to the BCPC Board of Directors for approval.
 - Completing the required fiscal constraint demonstration.

- Finalizing the amendment document and submitting it to FHWA, FTA, and WisDOT for approval.
- Staff continued to work on the Draft 2019-2023 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Work on this task included:
 - Issuing project solicitation notices for the 2019-2023 TIP.
 - Working with local public works staff and Green Bay Metro staff to identify projects to be included in the TIP.
 - Beginning to develop the TIP's text, tables, and maps.

Staff also completed many less time-consuming tasks between January 1 and June 30, 2018.

A. Examples of Significant Transportation Planning Issues in 2019

Green Bay MPO 2045 Long-Range Transportation Plan Update

The current Green Bay MPO 2045 Long-Range Transportation Plan was approved by the BCPC Board of Directors (as the MPO Policy Board) on October 7, 2015. Because federal transportation law requires the MPO plan to be updated every five years, MPO staff intends to begin the plan update process in 2019.

In 2019, MPO staff will form a Long-Range Transportation Plan Technical Advisory Committee, collect background information and public input, develop plan goals and objectives, and work with WisDOT to update the long-range travel demand model for the Green Bay MPO planning area. The plan update must be approved by October of 2020.

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, 2015, 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 2019, 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.

Port of Green Bay Opportunities Study

The decommissioning of the Pulliam Power Plant in the City of Green Bay may provide an opportunity to expand port operations near the Bay of Green Bay. One of these opportunities may be the establishment of the intermodal shipping terminal that has been recommended in MPO plans for many years. This study will examine the viability of this and other potential opportunities to expand port operations in the Metropolitan Planning Area.

Environmental Impact Statement (EIS) for Transportation Improvements in the Southern Portion of the Green Bay Metropolitan Area (Non-MPO Activity)

In 2018, MPO staff continued to develop an EIS and Interstate Access Justification Report (IAJR) to identify a preferred location alternative for the Southern Bridge and connecting arterial street system. The tasks completed in 2018 included working with a consultant on a traffic analysis and several design concepts to determine if a new interchange can be

added to I-41 south of Scheuring Road, facilitating lead agencies meetings with representatives of WisDOT, and providing project status reports to the BCPC Board of Directors, participating communities, and other entities.

In 2019, staff will continue to work with WisDOT, FHWA, Brown County's Public Works Department, communities, and the public to complete the Tier I EIS and IAJR.

B. Summary of 2019 Transportation Work Activities

Work Element 41.11.00: Program Support and Administration

Program Support and Administration

The MPO's 2019 program support and administration activities include the financial and personnel management of the transportation planning program, public information and assistance, the development of the 2020 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 C: 2019 Cost Allocation Plan for the Green Bay MPO.

Work Element 41.13.00: Long-Range Transportation Planning

Green Bay MPO 2045 Long-Range Transportation Plan Update*

In 2019, MPO staff will form a Long-Range Transportation Plan Technical Advisory Committee, collect background information, develop plan goals and objectives, and work with WisDOT to update the long-range travel demand model for the Green Bay MPO planning area. The plan update must be approved by October of 2020.

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.

*USDOT Planning Emphasis Area – Implementation/Performance-Based Planning and Programming.

MPO Transportation System Performance Targets Update*

In 2018, the Green Bay MPO coordinated with WisDOT and other stakeholders to establish the MPO's performance targets for safety, pavement/bridge condition, travel/freight reliability, and transit asset management. In 2019, MPO staff will coordinate with WisDOT and other stakeholders to update these 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 traffic model that covers the counties within WisDOT's Northeast Region.

Environmental Impact Statement (EIS) for Transportation Improvements in the Southern Portion of the Green Bay Metropolitan Area****

MPO staff will continue to work with WisDOT, FHWA, Brown County's Public Works Department, communities, and the public to complete the Tier I EIS and Interstate Access Justification Report (IAJR).

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 Review of the Green Bay Metro Fixed Route System***

The annual review of Green Bay Metro's routes will be conducted at the beginning of 2019 and presented to the Green Bay Transit Commission in the spring of 2019. In addition to the full route review, staff intends to continue preparing smaller quarterly review summaries to measure the number of people who ride each fixed route at different times of the year. The results of the annual and quarterly route reviews provide information that is used to complete route modification studies and other planning exercises.

Public Participation Plan Review**

Staff will review the MPO's Public Participation Plan to assess its effectiveness and determine if revisions are necessary. Staff will also document the effectiveness of the techniques identified in the plan.

*USDOT Planning Emphasis Area - Implementation/Performance-Based Planning and Programming.

**USDOT Planning Emphasis Area - Regional Models of Cooperation.

***USDOT Planning Emphasis Area - Access to Essential Services/Ladders of Opportunity.

****The Environmental Impact Statement for Transportation Improvements in the Southern Portion of the Green Bay Metropolitan Area is not eligible for federal planning funds and will be completed at local expense.

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 2019 are distributed to the approved recipients. MPO staff will also develop the Brown County Section 85.21 Program Plan for 2020. After the draft 2020 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 2020 plan from the Brown County Planning Commission Board of Directors.

Port of Green Bay Opportunities Study**

The decommissioning of the Pulliam Power Plant in the City of Green Bay may provide an opportunity to expand port operations near the Bay of Green Bay. One of these opportunities may be the establishment of the intermodal shipping terminal that has been recommended in MPO plans for many years. This study will examine the viability of this and other potential opportunities to expand port operations in the Metropolitan Planning Area.

Village of Hobart Bicycle and Pedestrian Plan**

MPO staff will work with the Village of Hobart and other stakeholders to develop a bicycle and pedestrian plan for the village. In addition to assessing existing bicycle and pedestrian facilities in the village, the plan will identify locations for additional facilities that serve the village and connect to adjacent communities. The plan will also provide information about best practices for planning, designing, implementing, and maintaining the village's bicycle and pedestrian network.

Special Transit Studies***

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

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 2019 include bicycle and pedestrian plans for MPO-area communities, 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.

**USDOT Planning Emphasis Area - Regional Models of Cooperation.

***USDOT Planning Emphasis Area - Access to Essential Services/Ladders of Opportunity.

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 implement and update the state's long-range multimodal transportation plan (Connections 2030) and rail plan (Wisconsin Rail Plan 2030). 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 (TA) application process. 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, and develop transportation system performance targets as required by the FAST Act.

Transportation Coordination for Seniors and People with Disabilities***

MPO staff and Brown County's Transportation Coordinating Committee 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 2020-2024 Transportation Improvement Program (TIP)**

Work on the TIP will be completed in the fall of 2019 with the publication and distribution of the *2020-2024 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 2020-2024 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 2020-2024 TIP, staff will monitor the implementation of projects identified in the 2019-2023 TIP by preparing a mid-year update of the 2019-2023 TIP in the summer of 2019.

**USDOT Planning Emphasis Area - Regional Models of Cooperation.

***USDOT Planning Emphasis Area - Access to Essential Services/Ladders of Opportunity.

C. Transportation Planning Program Funding Summary

The approved calendar 2018 and estimated 2019 transportation planning program budget comparison is as follows:

<u>Funding Agency</u>	<u>Calendar 2018</u>	<u>Calendar 2019</u>
FHWA (PL Funds)	\$303,994	\$328,726
WisDOT PL Match	\$24,176	\$24,176
Brown County	\$51,823	\$58,006
TOTAL	\$379,993	\$410,908

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.

Table A: 2019 Transportation Planning Work Program Budgets

WORK ELEMENT	EST. STAFF TIME (HOURS)	\$	%	\$	%	\$	%	WORK ELEMENT BUDGET TOTAL	WORK ELEMENT % of Hours
		FHWA PL	FHWA	WisDOT	WisDOT	BC	BC		
PROGRAM SUPPORT/ADMINISTRATION: 41.11.00	TOTAL: 1,647 PP: 496 SP: 373 P1-GIS: 375 P1-GIS: 303 PLAN. DIR.: 100	\$87,114	80%	\$6,407	5.88%	\$15,372	14.12%	\$108,893	18%
LONG-RANGE TRANSPORTATION PLANNING: 41.13.00	TOTAL: 2,288 PP: 520 SP: 383 P1-GIS: 700 P1-GIS: 685	\$73,662	80%	\$5,417	5.88%	\$12,998	14.12%	\$92,078	25%
SHORT-RANGE TRANSPORTATION PLANNING: 41.14.00	TOTAL: 4,668 PP: 849 SP: 980 P1-GIS: 974 P1-GIS: 965 PLAN. DIR: 70 ADM. COORD.: 30 SP: 800	\$150,271	80%	\$11,052	5.88%	\$26,516	14.12%	\$187,839	51%
TRANSPORTATION IMPROVEMENT PROGRAM: 41.15.00	TOTAL: 549 PP: 23 SP: 352 P1-GIS: 39 P1-GIS: 135	\$17,679	80%	\$1,300	5.88%	\$3,120	14.12%	\$22,099	6%
TOTAL MPO COST BY FUNDING SOURCE	TOTAL: 9,152 PP: 1,888 SP: 2,088 P1-GIS (2): 4,176 PLAN. DIR.: 170 ADM. COORD.: 30 SP: 800	\$328,726	80%	\$24,176	5.88%	\$58,006	14.12%	\$410,908	100%
ADDITIONAL STUDIES									
	STAFF TIME	COST	FUNDING SOURCE						
SOUTHERN METROPOLITAN AREA ENVIRONMENTAL IMPACT STATEMENT (EIS)	PP: 200 HRS.	\$8,049	BC						

Table B: Transportation Planning Data Collection

<u>Data Item</u>	<u>Staff Responsibility</u>	<u>2019</u>	<u>2020</u>	<u>2021</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 B: Transportation Planning Data Collection (Cont.)

<u>Data Item</u>	<u>Staff Responsibility</u>	<u>2019</u>	<u>2020</u>	<u>2021</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			
5. Freight	BCPC	X	X	X

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

Table C: 2019 Cost Allocation Plan for the Green Bay MPO

Note: MPO staff is shown in bold.

Direct Salaries

<u>Position</u>	<u>Total Hours</u>	<u>Total Salaries</u>	<u>Total PL Grant</u>
Principal Planner	1888	\$71,658	\$61,542
Senior Planner	2088	\$61,167	\$52,532
Transportation/GIS Planner	2088	\$48,260	\$41,448
Transportation/GIS Planner	2088	\$48,260	\$41,448
Planning Director	170	\$7,624	\$6,548
Administrative Coordinator	30	\$623	\$535
Senior Planner (Port Study & Hobart Bike/Ped Plan)	800	\$23,436	\$20,127
Totals		\$261,028	\$224,180

Fringe Benefits

<u>Position</u>	<u>Total Salaries</u>	<u>Total Fringes</u>	<u>Total PL Grant</u>
Principal Planner	\$71,658	\$26,978	\$23,169
Senior Planner	\$61,167	\$27,252	\$23,405
Transportation/GIS Planner	\$48,260	\$25,091	\$21,549
Transportation Planner	\$48,260	\$17,174	\$14,750
Planning Director	\$7,624	\$2,636	\$2,264
Administrative Coordinator	\$623	\$351	\$301
Senior Planner (Port Study & Hobart Bike/Ped Plan)	\$23,436	\$7,801	\$6,700
Totals	\$261,028	\$107,283	\$92,138

Direct Expenses

<u>Item</u>	<u>Cost</u>
Office Supplies	\$380
Copy Expense	\$480
Printing	\$92
Dues and Memberships	\$220
Vehicle Repair/Maintenance	\$1,000
Gas, Oil, Etc.	\$300
Advertising & Public Notices	\$240
Postage	\$300
Books/Periodicals/Subscriptions/Software	\$448
Travel/Conference/Training	\$1,600
Direct Expenses Total:	\$5,060

Indirect Expenses

Building Rent	\$5,010
Personnel Services	\$3,399
Financial/Accounting Services	\$8,534
Info. Services Chargebacks	\$18,302
Insurance Chargebacks	\$2,292

Indirect Expenses Total: \$37,537

MPO portion of direct & indirect costs: \$42,597

Total PL grant for direct & indirect costs: \$36,584

Total MPO program costs:	\$410,908
Total PL grant:	\$352,902
Local Share:	\$58,006

Notes:

The MPO's 2019 indirect expenses represent a proportional share (40%) of MPO-related indirect expenses budgeted in 2019 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) by the total number of staff in the department's planning division (10). This rate will be applied as established, and any "truing up" that may be necessary in 2019 will be reflected in the indirect expenses that are charged to the department's planning division in 2021 (following the audit of 2019's actual expenses).

The source of the MPO's 2019 indirect expenses is the *2017 Indirect Cost Plan for the 2019 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 2017 indirect cost plan is being used for the 2019 budget because 2017 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, 2017 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:

David P. Ehlinger

Title:

Finance Director

Date of Execution:

4-15-18

Table D: 2019 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	xxxxxx	xxxxxx	xxxxxx	(1)-----	-----
41.13.00 Long-Range Transportation Planning	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	(2)xxxx	xxxxxx	xx(3)(4)
41.14.00 Short-Range Transportation Planning	xxxxxx	xxxxxx	xxxxxx	xx(5)xx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	(6)(7)(8)
41.15.00 TIP	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	(9)----	-----	-----

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

STUDY REPORT TITLES

1. 2020 Transportation Planning Work Program
2. 2019 LRTP Transportation System Performance Measures Report
3. 2045 MPO Long-Range Plan Update
4. Southern Brown County Environmental Impact Statement (EIS)
5. Green Bay Metro Annual Route Review
6. 2020 Section 85.21 Program Application/Plan
7. Port of Green Bay Opportunities Study
8. Village of Hobart Bicycle and Pedestrian Plan
9. 2020-2024 Transportation Improvement Program

Note: Work Element 3 is an ongoing project.

Appendix 1: Title VI Accomplishments between January 1, 2018, and June 30, 2018

- Staff conducted research and provided Green Bay Metro with information for an update of Metro's Title VI and Limited English Proficiency (LEP) Plan.
- Staff updated the MPO Title VI and Non-Discrimination Program's board and committee composition tables in response to membership changes.
- Staff participated in two meetings of the Northeast Wisconsin Regional Access to Transportation Committee.

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 www.co.brown.wi.us/planning.

Appendix 3: Metropolitan Planning Factors

Federal transportation legislation identifies 11 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 security of the transportation system for motorized and non-motorized users.
3. Increase the safety aspects of the transportation system for its users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve transportation system resiliency and reliability.
10. Reduce or mitigate the stormwater impacts of surface transportation.
11. Enhance travel and tourism.

The following table summarizes how each of the MPO's major 2019 tasks will relate to the 11 planning factors.

Work Element	Tasks	Metropolitan Planning Factors										
		1	2	3	4	5	6	7	8	9	10	11
41.11.00	2020 Transportation Planning Work Program	X	X	X	X	X	X	X	X	X	X	X
41.13.00	MPO Plan Performance Measures Implementation	X	X	X	X	X	X	X	X	X	X	X
41.13.00	2045 Long-Range Transportation Plan Update	X	X	X	X	X	X	X	X	X	X	X
41.13.00	Maintenance of the Regional Traffic Model	X		X	X		X	X	X	X	X	X
41.13.00	EIS for the Southern Metropolitan Area*	X		X	X	X	X	X		X	X	X
41.14.00	GB Metro Annual Route Review	X	X	X	X	X	X	X	X	X		X
41.14.00	Port of Green Bay Opportunity Study	X	X	X	X	X	X	X	X	X	X	
41.14.00	Village of Hobart Bicycle and Pedestrian Plan	X	X	X	X	X	X	X	X	X	X	X
41.14.00	Annual Public Participation Plan Review	X	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		X
41.14.00	Special Transit Studies	X	X	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	X
41.14.00	Planning Assistance to WisDOT	X	X	X	X	X	X	X	X	X	X	X
41.14.00	Tran. Coord. for Seniors & People with Disabilities	X	X	X	X	X	X	X	X	X	X	X
41.15.00	2020-2024 Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X

*Non-MPO Task

Appendix 4: 2019 MPO Policy Board, Technical Advisory Committee, and Other Meeting Dates

MPO Policy Board*	Transportation Subcommittee**	Brown County Transportation Coordinating Committee	MPO Director Meetings with WisDOT & FHWA	Model Users Group Meetings (As Necessary)	Mid-Year Review & Work Program Meetings
January 2			January 22		
February 6					
March 6		March 11			
April 3	April 15		April 23		
May 1					
June 5		June 10			June 18
July 3			July 23		
August 7					
September 4	September 16	September 9			September 19
October 2			October 22		
November 6					
December 4		December 2			

*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 June 7, 2017.

(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 June 7, 2017. 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 FAST 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 June 7, 2017. 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 June 7, 2017. 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 June 7, 2017. 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 June 7, 2017. 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. 2018-09

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
BROWN COUNTY PLANNING COMMISSION
APPROVING THE 2019 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 450.334(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 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT-funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
8. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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 2019 Transportation Planning Work Program.

BE IT FURTHER RESOLVED that the MPO planning process is compliant with the requirements of the FAST Act and that the Brown County Planning Commission certifies that the urban transportation planning process certification requirements of 23 CFR 450.114 (c) are satisfied.


Dated at Green Bay, Wisconsin, this 7th day of November 2018.

BROWN COUNTY PLANNING COMMISSION



Norbert Dantine, Jr., President

ATTEST:



Chuck Lamine, AICP, Planning Director