Minutes
BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS
TRANSPORTATION SUBCOMMITTEE
Tuesday, August 12, 2025
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, WI 54302
3:30 pm

ROLL CALL

(Voting)

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

(Non-voting)

Jason Nordberg (FHWA-Madison) _____
Sydney Turner, (WisDOT-Madison) _____
Anthony Greep (FTA Region 5) _____

Others Present: Lisa Conard, Chase Kuffel for Eric Rakers, Jim March for Sean Gehin, Mason Shea, Kyle Skenandore for Troy Parr, and Dan Teaters.

ORDER OF BUSINESS

Introductions were made.

1. Green Bay MPO staffing update.

   L. Conard provided an update, noting that since the subcommittee last met, there have been a number of staff changes:

   Karl Mueller, Senior Transportation Plan, resigned in October to take a position in his hometown. The job has been posted with no offers made.

   Cole Runge, Planning Director/MPO Director retired in April.

   Dan Teaters has been hired as the Planning Director/MPO Director and started in April.

   Mason Shea, Transportation/GIS Planner I, started in June.

2. Approval of the September 16, 2024, Transportation Subcommittee meeting minutes.

   A motion was made by P. Kiewiz, seconded by N. Weber to approve the minutes of the September 16, 2024, Transportation Subcommittee meeting. Motion carried.

3. Discussion regarding the *Green Bay MPO 2055 Long Range Transportation Plan Update*.

   L. Conard provided an overview via PowerPoint.

L. Conard noted that the Infrastructure Investment and Jobs Act (IIJA) Bipartisan Infrastructure Law (BIL) requires the development of a Long-Range Transportation Plan (LRTP) in areas of 50,000+ population.

The long-range transportation plan is a guiding document that establishes a vision for the future of the Green Bay Metropolitan Planning Area's (MPA) transportation system.

L. Conard noted that the plan must be updated every five years. It was last updated in October of 2025.

The BIL continues to require that the 10 planning factors be considered as part of the transportation planning process. In general, the planning factors address safety, security, accessibility, connectivity, system resiliency, system reliability, environmental protections, and enhancement of the economy.

Federal Planning Factors

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; and
10. Enhance travel and tourism.

From the planning factors and the specific federally mandated performance measures, the MPO staff has identified 19 plan goals, and to the greatest extent possible, quantifiable objectives.

L. Conard noted that this plan places a greater emphasis on the relationship between transportation and housing. The draft update includes a specific goal, objectives and implementation strategies along with enhanced housing related data and mapping.

L. Conard provided a table which shows percent of annual income spent on housing including the split between renter and owner occupied. There are 110,000 units in Brown County; 65% owner occupied; 35% renter occupied. The number of families that rent units goes up the lower the income.

Brown County
Annual Household Income & Percent of Income for Housing by Income Range & Percent
American Coummunity Survey/US Census Bureau Data Set
2023 (Five-Year Average)

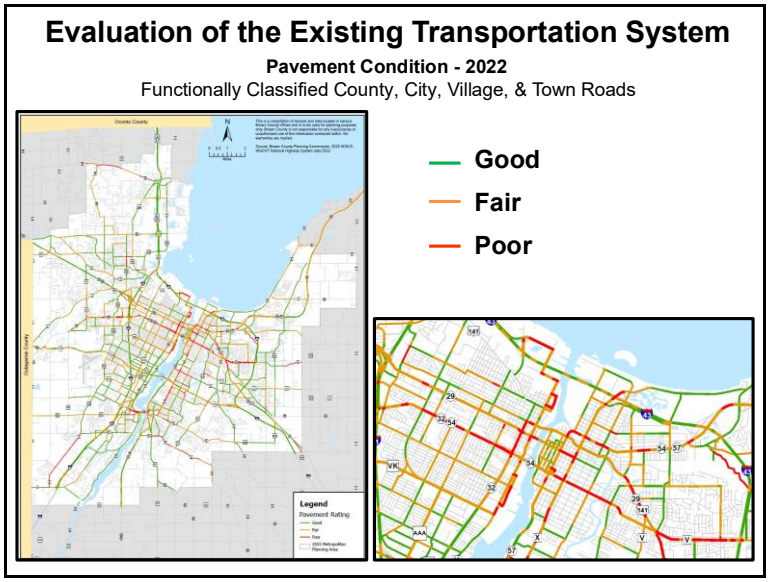
Houshold Income/ Percent of Housing Costs	Number Occupied Housing Units	Percent Occupied Housing Units	Number Owner-Occupied Housing Units	Percent Owner-Occupied Housing Units	Number Renter-Occupied Housing Units	Percent Renter-Occupied Housing Units
Overall Totals:	**110,248**	**100%**	**71,240**	**64.6%**	**39,008**	**35.4%**
Less than $20,000	**8,882**	**8.1%**	**2,578**	**3.6%**	**6,304**	**16.2%**
Less than 20 percent	82	0.1%	37	0.1%	45	0.1%
0 to 29 percent	627	0.6%	187	0.3%	440	1.1%
30 percent or more	8,173	7.4%	2,354	3.3%	5,819	14.9%
$20,000 to $34,999	**11,123**	**10.1%**	**4,597**	**6.5%**	**6,526**	**16.7%**
Less than 20 percent	864	0.8%	668	0.9%	196	0.5%
0 to 29 percent	2,058	1.9%	1,187	1.7%	871	2.2%
30 percent or more	8,201	7.4%	2,742	3.8%	5,459	14.0%
$35,000 to $49,999	**12,181**	**11.0%**	**5,756**	**8.1%**	**6,425**	**16.5%**
Less than 20 percent	3,033	2.8%	2,262	3.2%	771	2.0%
0 to 29 percent	4,239	3.8%	1,328	1.9%	2,911	7.5%
30 percent or more	4,909	4.5%	2,166	3.0%	2,743	7.0%
$50,000 to $74,999	**19,433**	**17.6%**	**11,996**	**16.8%**	**7,437**	**19.1%**
Less than 20 percent	9,199	8.3%	6,083	8.5%	3,116	8.0%
0 to 29 percent	6,983	6.3%	3,545	5.0%	3,438	8.8%
30 percent or more	3,251	2.9%	2,368	3.3%	883	2.3%
$75,000 or more	**56,614**	**51.4%**	**45,978**	**64.5%**	**10,636**	**27.3%**
Less than 20 percent	46,900	42.5%	37,583	52.8%	9,317	23.9%
0 to 29 percent	8,347	7.6%	7,130	10.0%	1,217	3.1%
30 percent or more	1,367	1.2%	1,265	1.8%	102	0.3%
Other	**2,015**	**1.8%**	**335**	**0.5%**	**1,680**	**4.3%**

L. Conard provided a review of Chapter 3 - Existing Transportation System.

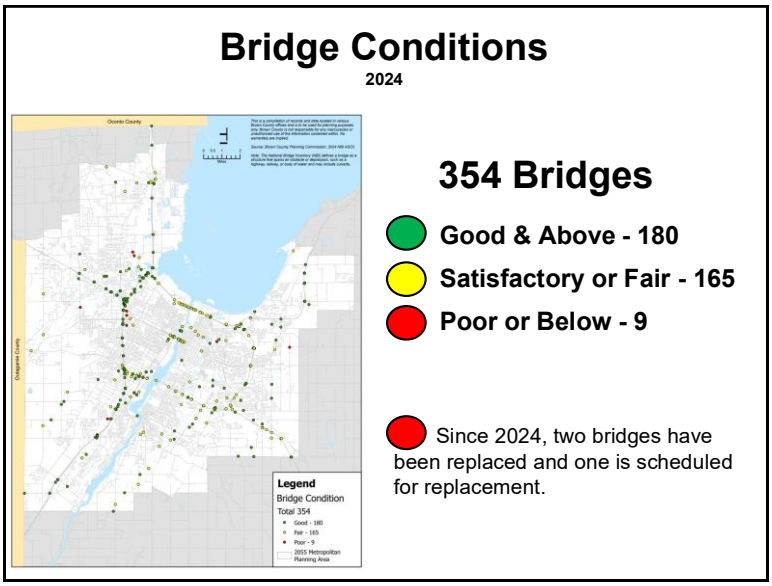
This chapter provides an overview of existing facilities such functionally classified roads, bike & ped systems, public transit services, truck routes, air traffic and port volumes. This slide details the pavement condition of the functionally classified County, City, Village, & Town roads.

L. Conard provided a few examples:

Pavement condition of urban functionally classified roads.



Bridge conditions within the MPA



L. Conard provided a review of Chapter 4 – Future Transportation System

MPO staff compiled a future land use map by examining each metropolitan area community's adopted comprehensive plan. The identified significant road/highway improvement projects were added to the as input to the traffic model.

- I-41 Expansion - De Pere to Grand Chute
- South Connector
- Mason Street Bridge
- Eastern Arterial - STH 29 to CTH R
- American Boulevard
- Webster Avenue – possible three lane configuration s/o STH 172.

L. Conard noted that after adding the committed and planned projects to the traffic model, the outputs suggested that nearly all of the Metropolitan Planning Area's street

and highway system will be able to handle the traffic projected for 2055. However, the model also indicated that some deficiencies (congestion) may still exist on a handful of streets in the area.

- East Mason
- Portions of STH 172, including at the CTH GV Interchange
- I-41 and Oneida Street
- Claude Allouez Bridge
- Webster, should it be rebuilt to three lanes

L. Conard noted other aspects of the plan including emerging technologies, equity analyzes, and fiscal constraint.

L. Conard described the public outreach and approval process for the plan.

A motion was made by P. Kiewiz, seconded by G. Farr to forward the plan as written for public review and approval by the BCPC Board of Directors, pending public comment. Motion carried.

4. Update regarding the Adjusted UAB and the Metropolitan Planning Area (MPA) boundary.

   L. Conard noted that the Adjusted UAB and the Metropolitan Planning Area boundary were approved by FHWA and WisDOT, respectively, as recommended by the Transportation Subcommittee and Brown County Planning Commission Board of Directors.

5. Update regarding the Green Bay MPO's urbanized area functional classification system.

   L. Conard provided an overview, noting that MPO staff has been working with subcommittee members to identify possible additions to the system.

   L. Conard noted that MPO staff and WisDOT staff have reached concurrence on a system.

   Several additions have been proposed including:

   - Woodman Drive – Duck Creek Parkway to Memorial Dr - collector
   - Western Avenue from Oneida St to Military Av - collector
   - Sand Acres Drive from W. Main Av to Grant St - collector

   Discussion occurred regarding roads that were evaluated for inclusion but did not meet the thresholds for inclusion.

   A motion was made by B. Rickert, seconded by T. Spellman, to recommend approval of the system to the Brown County Planning Commission Board of Directors. Motion carried.

   L. Conard noted that upon approval from the BCPC Board of Directors, the information will be provided to the FHWA for final approval.

   L. Conard noted that the next update will occur shortly after the next decennial census although the subcommittee members can request an update at any time.

   For streets that did not meet the thresholds for inclusion, the MPO staff maintains a list of streets that will be reviewed during the next update process.

6. Update regarding local programs including the 2026-2031 Surface Transportation Block Grant (STBG), 2026-2030 Transportation Alternatives Program (TAP) funding cycles and the status of the Carbon Reduction Program (CRP).

   L. Conard noted that WisDOT has issued a request for applications for the STBG and TAP programs with applications due to WisDOT on August 29.

   L. Conard noted that the estimated allocation for the current STBG program is $5,136,580 per year through FFY 2029 and the estimated allocation for the current TAP program is $713,040 per year through FFY 2028. Two new years will be added to each cycle. Therefore, funding availability will be for FFY 2030 and 2031 for STBG and 2029 and 2030 for TAP. The estimated allocation will be made available in the fall.

   WisDOT has indicated that it is not known if and/or when the solicitation for the next CRP cycle will be held.

7. Any other matters.

   None.

8. Adjourn.

   The meeting adjourned at 4:00 p.m.