

1. The meeting was called to order at 1:01 p.m. by Policy Advisory Committee Chairperson Vernon Koch.

Members of both committees, staff and others participating in person and via teleconference introduced themselves for the benefit of everyone participating in the meeting.

Members of both committees and staff participating in the meeting noted committee members who had asked to be excused from the meeting.

Jeffrey Agee-Aguayo requested two items from participants for record keeping purposes. First, that participants via teleconference state their name when speaking or making a motion or second. Second, that there may be possible roll call votes if there are any non-unanimous votes at this meeting.

2. Jeffrey Agee-Aguayo projected the meeting agenda on the shared screen feature in Go to Meeting, distributed the agenda to those attending the meeting in person, and briefly reviewed the agenda. The agenda was also emailed to members of both committees about a week in advance of the meeting.

Moved by Greg Schnell and seconded by David Smith that both committees approve the agenda for the February 24, 2022, joint Technical Advisory Committee/Policy Advisory Committee meeting. Motion carried, with all voting aye on a voice vote.

3. Jeffrey Agee-Aguayo projected the draft minutes of the January 27, 2022, joint meeting on the shared screen feature in Go to Meeting, distributed the draft minutes to those attending the meeting in person, and briefly reviewed those minutes. The draft minutes were also emailed to members of both committees about a week in advance of the meeting.

Moved by Charles Born and seconded by Tom Holtan that both committees approve the minutes of the January 27, 2022, joint Technical Advisory Committee/Policy Advisory Committee meeting. Motion carried, with all voting aye on a voice vote.

4. Policy Advisory Committee Chairperson Vernon Koch asked if there was any public input; none was received.

5. Members of both committees reviewed and recommended approval of minor amendments to the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2022 – 2025* to the Bay-Lake Regional Planning Commission. These materials were emailed to members of both committees about a week in advance of the meeting.

Jeffrey Agee-Aguayo projected additions to Table 6 (Calendar Years 2022 – 2025: Street and Highway Improvement Projects) on the shared screen feature in Go to Meeting, and distributed

the revised table to those attending the meeting in person. Jeffrey Agee-Aguayo then reviewed the additions to Table 6 with everyone participating in the meeting, which included the following:

- TIP ID No.: 372-22-010: County Highway TA/Taylor Drive: Union Avenue to Erie Avenue: Design Leading to Reconstruction with no Increase in Capacity: \$363,000 in 2022. This is locally funded design that involves a potential future STP Urban project. The Sheboygan County Transportation Department requested this addition.
- TIP ID No.: 372-22-011: Fond du Lac Avenue: State Highway 32 to Range Line Road: Design Leading to Reconstruction with no Increase in Capacity: \$565,000 spread across 2022, 2023, 2024 and 2025. This is locally funded design that involves a potential future STP Urban project. The City of Sheboygan Falls Department of Public Works requested this addition.
- TIP ID No.: 372-19-013: State Highway 32: County Highway P to State Highway 32: Design Leading to Resurfacing and Preservation: \$120,000 in 2022. This project is for part of a State Highway 23 study that was discussed at a virtual meeting hosted by WisDOT in November 2021, and appeared in a previous TIP.
- TIP ID No.: 372-19-011: State Highway 23: State Highway 32 to Taylor Drive: Design Leading to Resurfacing: \$120,000 in 2022. This project is also for part of a State Highway 23 study that was discussed at a virtual meeting hosted by WisDOT in November 2021, and also appeared in a previous TIP.
- TIP ID No.: 372-22-012: State Highway 32: State Highway 42 to State Highway 57: Design Leading to Resurfacing and Preservation: \$310,000 in 2023. The WisDOT Northeast Region requested this addition.
- TIP ID No.: 372-22-013: State Highway 28/Washington Avenue/South Business Drive from County Highway TA/South Taylor Drive to North Avenue: Design Leading to Resurfacing: \$280,000 in 2023. The WisDOT Northeast Region requested this addition.
- TIP ID No.: 372-22-014: North 25th Street: State Highway 23/Kohler Memorial Drive to North Avenue: Design Leading to Resurfacing: \$50,000 in 2022. This is locally funded design that involves a potential STP Urban project. The City of Sheboygan Department of Public Works requested this addition.

Jeffrey Agee-Aguayo also noted cost changes to the highway preservation and highway improvement cost categories in the 2022 – 2025 funding summary in Table 6.

Jeffrey Agee-Aguayo projected the revised financial plan (fiscal constraint demonstration) for the March 2022 minor amendments to the 2022 – 2025 TIP on the shared screen feature in Go to Meeting, and distributed the revised financial plan to those attending the meeting in person. Jeffrey Agee-Aguayo then reviewed revisions to the financial plan, including changes to entries

in the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant (STBG) program, as well as minor changes to pages 1 and 3 in the narrative.

As far as questions and comments from members of both committees were concerned, Greg Schnell had a question regarding whether the City of Sheboygan Falls would have its plan, specification and estimate (PS & E) materials ready by August 1, 2022, in order to qualify for the federal fiscal year (FFY) 2022 round of STP Urban funds under the Bipartisan Infrastructure Law (BIL); Jerry Benzschawel responded affirmatively. Brett Edgerle indicated that he applied for two Local Roads Improvement Program (LRIP) projects for the Village of Kohler, and wondered if these should be added to the *2022 – 2025 TIP*; Jeffrey Agee-Aguayo indicated that since federal funding is not ultimately being awarded, these projects technically do not need to be included in the TIP, but could still be included for informational purposes once LRIP funding is awarded (if locally funded design is being completed for these projects, then that could be programmed in the TIP prior to the award announcements). Jerry Benzschawel had a question regarding the deadline for the FFY 2022 STP Urban cycle; Alex Dums responded that the application deadline for that cycle is April 1, 2022.

Moved by Greg Schnell and seconded by David Smith that both committees recommend approval of the presented minor amendments to the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2022 – 2025* to the Bay-Lake Regional Planning Commission. Motion carried, with all voting aye on a voice vote.

6. Members of both committees went through an idea generation exercise that will ultimately lead to the development of a mission statement, goals, and objectives for the long-range transportation plan. A fact sheet regarding the idea generation process was emailed to members of both committees about a week in advance of the meeting.

Jeffrey Agee-Aguayo projected the fact sheet regarding the idea generation process on the shared screen feature in Go to Meeting, and distributed the fact sheet regarding the idea generation process to those attending the meeting in person. Jeffrey Agee-Aguayo then reviewed the fact sheet regarding the idea generation process with everyone participating in the meeting. The timeline for the development of a mission statement, goals and objectives was reviewed first. The idea generation exercise was to consist of silent brainstorming (5 minutes), a collective listing of ideas (20 minutes), and discussion of ideas (including combining of ideas where needed, 15 minutes).

After members of both committees went through the process, the following ideas were generated:

Idea Generation Process
Issues and Concerns Regarding the Future of Land Use and Transportation
Sheboygan Metropolitan Planning Area

1. Access to I-43 between Highway 42 and CTH XX (emergency service access).
2. Continued or increased funding for development and maintenance of bicycle and pedestrian facilities.
3. J-turns do not work with farm equipment. Add an overpass on CTH M over STH 23.
4. Analyze the transportation impacts of new developments.
5. Prepare for new technologies in the transportation planning process (autonomous vehicles, electric power for vehicles, etc.).
6. Need an interchange at STH 23 and CTH TT with all the anticipated development, and meteorological conditions make things worse there.
7. Ensuring that the plan adequately protects air quality in the metropolitan planning area.
8. Make sure that plans and projects adequately address stormwater issues.
9. Concern about urban sprawl and its impacts on transit.
10. Consider transportation options and accessibility for non-drivers and disadvantaged populations.
11. Review the overall area sanitary sewer service agreement.
12. Need to plan for additional charging stations for electric vehicles.
13. Costs of road maintenance are increasing greatly – how do we pay for this in rural towns? Adjustments to state road aids? Other policy changes?
14. Farmland preservation.
15. CTH TT extension from CTH PP to STH 28 – reserve a corridor for preservation to eventually build this?
16. Opportunities for airport funding.
17. Have additional programs for the variety of types of projects rather than have everything compete for STP Urban funding. Look into possibilities with all the different programs in the BIL.
18. How do we best maintain old infrastructure in our older neighborhoods?
19. Impacts of redevelopment of the Edgewater Plant.
20. Better develop and promote the marina area (cruise ships, etc.).

21. Concern about less freight rail with Edgewater leaving.
22. Look at redevelopment of old commercial buildings and sites.
23. Shuttle buses between communities (perhaps a study to see if and where they are needed).

The above listed ideas will now be developed into goals and objectives for the plan. Results from a survey will also be used for this purpose. All of this information will also lead to development of a mission statement for the plan.

Jeffrey Agee-Aguayo concluded this agenda item by indicating that the long-range transportation plan will now go to 2050 based on recommendations from staff of the WisDOT Traffic Forecasting Section.

(Policy Advisory Committee Vice Chairperson Charles Born presided over the remainder of the meeting about midway through this agenda item, as Chairperson Koch had a county committee meeting at 2:00 p.m.)

7. Alex Dums discussed WisDOT Northeast Region local program activities with everyone participating in the meeting.

Alex Dums stated that for the FFY 2022 BIL programs cycle (the cycle released in January 2022), the application deadline is April 1, 2022. The PS & E deadline for these projects is August 1, 2022. Letting dates for these projects will be in November of 2022. It was noted that the WisDOT Central Office would be handling STP Local project applications (these are STP projects that do not meet the criteria for STP Urban and STP Rural projects).

Alex Dums noted that for the FFYs 2023 – 2026 BIL programs cycle, this will open on February 28, 2022, with an application deadline of June 1, 2022.

Chris Garcia and Jeffrey Agee-Aguayo then gave an update on other MPO activities to everyone participating in the meeting.

Chris Garcia reviewed a draft survey that will aid in developing a mission statement, goals, and objectives for the long-range transportation plan. This will be Chapter 4 of the *Year 2050 Sheboygan Area Transportation Plan (SATP)*. David Smith had a question regarding how the survey would be publicized that Chris Garcia and Jeffrey Agee-Aguayo answered.

Jeffrey Agee-Aguayo stated that he has prepared drafts of Chapters 1 (Introduction), 2 (Metropolitan Transportation Planning Process), and 3 (Profile of the Metropolitan Planning Area) of the *Year 2050 SATP*. Parts of draft Chapter 2 may be modified if the urbanized area or metropolitan planning area boundaries change before the plan is approved, and parts of draft Chapter 3 may be modified once the new American Community Survey data for 2016 – 2020

come out on March 17, 2022. In addition, maps remain to be completed for draft Chapters 2 and 3 (the map in Chapter 3 involves environmental corridors, which are currently being updated by Commission staff).

Jeffrey Agee-Aguayo noted that he and Chris Garcia would soon start work on draft Chapter 5 (Existing Condition of the Transportation Network).

Jeffrey Agee-Aguayo indicated that he participated in a meeting of the Bay-Lake Regional Planning Commission's Executive Committee on January 28, 2022. The January 2022 amendments to the *2022 – 2025 TIP* were approved at this meeting.

Jeffrey Agee-Aguayo commented that he participated in a BIL local programs webinar sponsored by WisDOT the afternoon of February 10, 2022.

Jeffrey Agee-Aguayo stated that he participated in a meeting of the Sheboygan County Transportation Coordinating Committee (TCC) the afternoon of February 17, 2022.

Jeffrey Agee-Aguayo noted that he planned to participate in a webinar regarding changes to the Public Transit Agency Safety Plan (PTASP) process in the BIL the afternoon of March 1, 2022.

Jeffrey Agee-Aguayo indicated that he was working to schedule a meeting with transportation conformity stakeholders to discuss travel forecast modeling procedures and conformity the week of March 7 – 11, 2022.

Finally, Jeffrey Agee-Aguayo commented that he would be participating in a meeting of the full Bay-Lake Regional Planning Commission the morning of March 11, 2022. The minor amendments to the *2022 – 2025 TIP* that were recommended for approval at this meeting will be acted on at the March 11th meeting.

8. The next meeting of the Sheboygan MPO Technical and Policy Advisory Committees was scheduled for **Thursday, April 28, 2022, at 1:00 p.m.**

Agenda items will include review of a draft mission statement and goals, presentation of survey results, and drafting of objectives. Review of draft Chapters 1, 2 and 3 of the *Year 2050 SATP* is also scheduled to take place at this meeting.

The status of COVID-19 in the area will determine whether this will be a “hybrid” (in person and virtual) or strictly virtual meeting.

9. **Moved** by Greg Schnell and seconded by David Smith that the joint meeting of the Sheboygan MPO Technical and Policy Advisory Committees be adjourned. Motion carried, with all voting aye on a voice vote. The meeting adjourned at 2:30 p.m.

Recording secretary,

Jeffrey C. Agee-Aguayo