

# 2026 Sheboygan Metropolitan Planning Area Unified Planning Work Program

Sheboygan Metropolitan Planning Organization  
Bay-Lake Regional Planning Commission

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The contents of this report reflect the views of the Bay-Lake Regional Planning Commission, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views and policies of the Wisconsin Department of Transportation and U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

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Prepared by:  
**Sheboygan Metropolitan Planning Organization  
Bay-Lake Regional Planning Commission**

Adopted:

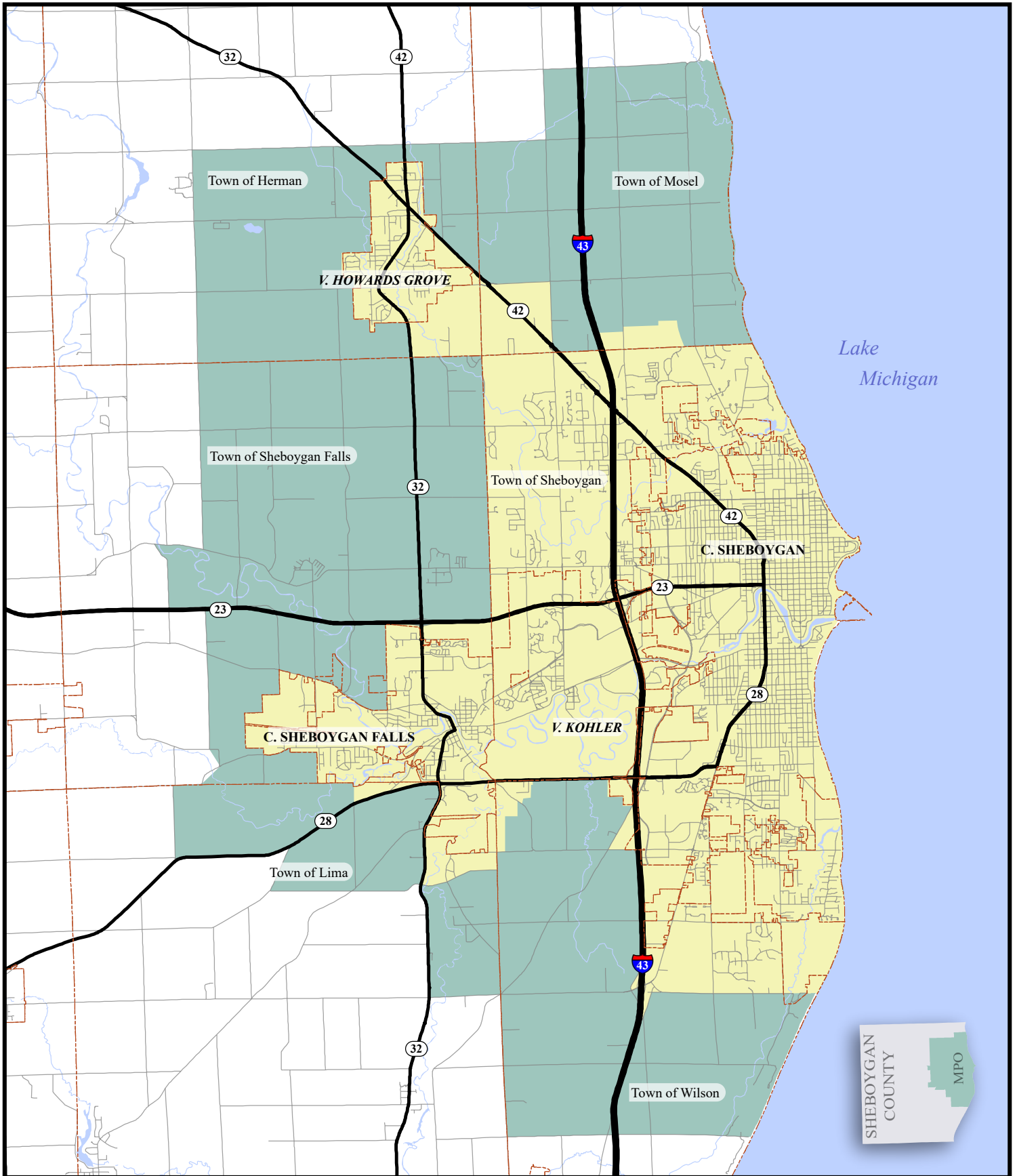
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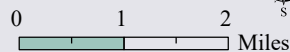
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**BAY LAKE**  
Regional Planning Commission | Since 1972

Source: WisDOT, 2013; FHWA, 2013  
WDNR, 2019; Sheboygan County,  
2018, 2020; Bay-Lake RPC, 2023.

- Sheboygan Adjusted Urbanized Area  
(Approved by WisDOT on July 30, 2013)
- Sheboygan Metropolitan Planning Area  
(Approved by FHWA on June 7, 2013)



- Attachment 1 -  
**Sheboygan MPA  
Boundaries**

# Introduction and Prospectus

The 2026 Sheboygan Metropolitan Planning Area Unified Planning Work Program (UPWP) schedules the Bay-Lake Regional Planning Commission's Sheboygan MPO work activities for 2026 and discusses the general framework for planning. It contains four main sections: a prospectus which contains a general description of the agency's activities; a summary of activities accomplished to date in 2025; a summary of the 2026 budget and work program elements; and a specific annual work program which describes details of the work activity, budget and staffing requirements for 2026. The annual work program statement of work activities includes:

1. A brief description of the overall work activity objective;
2. A description of the activities involved in accomplishing the work;
3. The estimated cost and source of funds; and
4. The workforce required and the Commission staff that will perform the work.

The 2026 Sheboygan Metropolitan Planning Area UPWP will continue to address long- and short-term planning needs, and the development and maintenance of the metropolitan transportation system. Commission staff will work closely with the Sheboygan MPO Technical and Policy Advisory Committees, with special project review committees, and with WisDOT and USDOT personnel in completing elements identified in this work program.

The Bay-Lake Regional Planning Commission was created by Executive Order No. 35, issued by Governor Patrick J. Lucey and dated April 21, 1972. This action was taken following the submittal of petitions by seven of the eight counties within the Bay-Lake Region under Section 66.945 (later Section 66.0309) of the Wisconsin Statutes, the regional planning enabling statute. These actions led to the creation of the Commission as the official areawide planning agency for northeastern Wisconsin. In December 1973, Florence County joined the Commission, bringing the total number of counties in the region to eight.

At this time, Florence, Marinette, Oconto, Kewaunee, Manitowoc, and Sheboygan counties are members of the Commission. Brown and Door counties have elected not to be members, but can have non-voting representation on the full Commission and on the Executive Committee. Some local jurisdictions within Brown and Door counties have elected to be members of the Commission.

The Commission serves a region in northeastern Wisconsin consisting of the counties of Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Oconto, and Sheboygan. The Bay-Lake Region is comprised of eight counties, 17 cities, 41 villages, 119 towns, and the Oneida Nation of Wisconsin, for a total of 186 local units of government. The total area of the region is 5,433 square miles, or 9.7 percent of the area of the State of Wisconsin. The region has over 400 miles of coastal shoreline along Lake Michigan and Green Bay, and contains 12 major watersheds that drain into the waters of Lake Michigan and Green Bay. The Wisconsin Department of Administration Demographic Services Center's 2025 preliminary population estimate of the region is 616,221 persons, or approximately 10.2 percent of the population estimate of 6,033,500 for the State of Wisconsin.

The composition of the Governing Board (Commissioners) of the Commission is as follows: (1) One Commissioner is appointed by the county board of each member and non-member county (Note: Non-

member counties do not have voting privileges); and (2) Two Commissioners from each member county are appointed by the Governor, with one Commissioner being a direct Governor's appointment, and with one Commissioner selected from a list of persons submitted by the county board. Currently, there are 17 Commissioners.

The Commission holds eight meetings per year (four full Commission meetings and four Executive Committee meetings), and elects a Chairperson, a Vice-Chairperson, and a Secretary-Treasurer each year at its September Annual Meeting of the full Commission. The Commission has an Executive Committee, which is "empowered to act on behalf of the full Commission with the exception of approval of the annual budget, approval of comprehensive plan elements, and revisions to the Commission's bylaws;" one Commissioner from each of the six member counties comprises the Executive Committee. In addition, the Commission has two other standing committees: the Finance and Personnel Committee and the Nominating Committee.

The Commission currently has eight full-time professional employees who collectively have expertise in the following areas: economic development planning; transportation planning; housing planning; comprehensive planning; zoning; outdoor recreation planning; coastal management; sustainability planning; sewer service area planning and administration; local planning assistance; and GIS (mapping and data analysis). The Commission also has a full-time Managerial Assistant who handles secretarial and bookkeeping duties. In addition, the Commission contracts with a local firm to provide occasional accounting services, while it continues to handle contract management and invoicing in-house. The Commission also hires limited-term employees (LTEs) and interns to assist with tasks related to its various duties on an as-needed basis.

The Commission currently has three advisory committees. Two of these committees assist with the Sheboygan MPO program: The Sheboygan MPO Technical Advisory Committee; and the Sheboygan MPO Policy Advisory Committee. The third such committee is the Commission's regional Economic Development Advisory Committee.

The Commission adheres to five operating principles, as follows: (1) Prepare and adopt a master plan for the development of the region; (2) Assist and advise local governmental units; (3) Influence state, regional and federal plans and programs to reflect the best interest of the Bay-Lake Region; (4) Provide technical information about the region for use by local governmental units, state and federal agencies, and public and private agencies; and (5) Encourage citizen participation in the planning process.

# 2025 Work Program Key Accomplishments

- Commission staff worked with the Transit director to prepare a list of the obligated projects for the calendar year 2024 from the information provided by the Federal Highway Administration and Federal Transit Administration.
- Staff completed working on the 2024 Performance Indicators reports that represent the condition of the transportation system in the MPO and presented in the January MPO Technical and Policy Advisory Committees meeting.
- Commission staff worked on a major amendment and several minor amendments to the Sheboygan Metropolitan Planning Area Transportation Improvement Program: Calendar Years 2025 – 2028.
- Sheboygan MPO staff met with the MPO liaison from WisDOT central office and WisDOT Local Roads Programs & Finance Section Chief to discuss the timeline of the availability of the estimated available funding of the local program funding to the MPO.
- Commission staff monitored various WisDOT grant applications open for solicitation and kept the MPO committee members informed of the grant and answered their questions regarding the estimated available funding for the Surface Transportation Program (STP) cycle.
- Commission staff participated in a quarterly meeting of the Wisconsin Department of Natural Resources (WDNR) Bureau of Air Management’s Transportation Conformity Workgroup.
- Commission staff are part of the statewide MTP/LRTP workgroup and attend meetings bimonthly.
- Commission staff completed the Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management Plan for Shoreline Metro, including modification of some of the targets and presented it to the Transit Committee as well as the Sheboygan MPO Technical and Policy advisory committees.
- Commission staff completed work on the PM2, PM3 and CMAQ performance targets and adopted 2025 targets for the Sheboygan MPO.
- Commission staff continued working on Bicycle and Pedestrian Master Plan for the Sheboygan MPA with an established subcommittee and prepared prioritized bicycle and pedestrian network.
- Commission staff assisted the City of Sheboygan’s efforts to adopt the Complete Streets Policy and with implementation of their Safe Streets and Roads for all grant award.
- Commission staff completed a Safe Routes to School Plan for Kohler School District including a bicycle and pedestrian audit.
- Commission staff reached out to Village of Howards Grove and Sheboygan Area School District to continue discussions on their Safe Routes to School Plan.
- Commission staff assisted Shoreline Metro with their Congestion Mitigation and Air Quality Grant application for replacing five fixed route transit busses.
- Commission staff started work on the Transit Development Plan for Shoreline Metro, a study funded by Section 5304 discretionary grant.

# 2026 Work Program Description

The work Program activities and budget are divided into five elements: Program Support and Administration, Long-Range Transportation, Short-Range Transportation, Transportation Improvement Program (TIP), and Safe and Accessible Transportation Options (SATO). Each element has detailed out its activities and it’s related staff position, hours, and budget.

Table 1 summarizes the total Sheboygan MPO 2026 Work Program budget and staff hours by staff position.

Work Elements	Budget	Funding Source					
		FHWA+FTA	Percentage	WisDOT	Percentage	MPO/Local	Percentage
1. Program Support and Administration	\$44,774.02	\$35,819.22	80.000%	\$2,133.35	4.7647%	\$6,821.46	15.2353%
2. Long-Range Transportation Planning	\$72,061.23	\$57,648.98	80.000%	\$3,433.50	4.7647%	\$10,978.74	15.2353%
3. Short-Range Transportation Planning	\$39,215.72	\$31,372.58	80.000%	\$1,868.51	4.7647%	\$5,974.63	15.2353%
4. Transportation Improvement Program (TIP)	\$28,357.75	\$22,686.20	80.000%	\$1,351.16	4.7647%	\$4,320.39	15.2353%
5. Safe and Accessible Transportation Options	\$48,647.64	\$48,647.64	100.000%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$233,056.36</b>	<b>\$196,174.62</b>	<b>80.000%</b>	<b>\$8,786.52</b>	<b>4.7647%</b>	<b>\$28,095.22</b>	<b>15.2353%</b>

Staff Position	Total Work Program Hours
Executive Director	67
Assistant Director	22
Principal Transportation Planner (MPO Coordinator)	1,100
Transportation Planner	945
GIS Specialist	331
Planning Assistant/ Intern	380
Managerial Assistant	36
Community Assistance Planner	0
Environmental Planner	0
<b>TOTAL</b>	<b>2,881</b>

## I. PROGRAM SUPPORT AND ADMINISTRATION

### Objective and Methodology

To perform the general administrative duties needed to carry out the various functions of the Sheboygan MPO. Administrative duties in 2026 will include:

- Preparation of the *2027 Sheboygan Metropolitan Planning Area Unified Planning Work Program* (including a draft work program review meeting with WisDOT and FHWA staff).
- Participation in a mid-year work program review meeting (regarding the *2026 Sheboygan Metropolitan Planning Area Unified Planning Work Program*) with WisDOT and FHWA staff.
- Completion of bimonthly financial, progress, staff hour and other requested reports for submittal to WisDOT.
- Coordination of approximately seven joint meetings of the Sheboygan MPO Technical and Policy Advisory Committees in 2026.
- Participation in meetings of the Bay-Lake Regional Planning Commission or its Executive Committee at which MPO work elements are discussed and/or acted upon.
- Continued participation in quarterly FHWA/WisDOT/MPO meetings to discuss transportation planning, policy, financial and technical issues, and questions.
- Attendance at the annual MPO/RPC/WisDOT transportation planning conference, as well as other transportation-related conferences/trainings.
- Supervision of personnel involved in the Sheboygan MPO program.
- Purchase of any computers or equipments necessary to carry out MPO planning activities.

Table 2 outlines administrative activities for 2026 and the budget, staff hours and schedule allocated to these activities.

**TABLE 2  
PROGRAM SUPPORT AND ADMINISTRATION**

ACTIVITY	OUTCOME	BUDGET	STAFF HOURS	SCHEDULE
Work Program and Committee Coordination	1. Preparation of the 2027 <i>Sheboygan Metropolitan Planning Area Unified Planning Work Program</i> .	\$28,100	310	August - November Due in November
	2. Attending meeting with WisDOT and FHWA staff to review draft 2027 <i>Sheboygan Metropolitan Planning Area Unified Planning Work Program</i> .			July or August
	3. Participation in a mid-year review meeting (regarding the 2026 <i>Sheboygan Metropolitan Planning Area Unified Planning Work Program</i> ) with WisDOT and FHWA staff.			May or June
	4. Completion of bimonthly financial, progress, staff hour and other requested reports for submittal to WisDOT.			January, March, May, July, September and November
	5. Coordination of approximately seven joint meetings of the Sheboygan MPO Technical and Policy Advisory Committees.			January - December
	6. Participation in meetings of the Bay-Lake Regional Planning Commission or its Executive Committee at which MPO work elements are discussed and/or acted upon.			January - December
	7. Supervision of personnel involved in the Sheboygan MPO program.			January - December
Conferences, trainings and MPO Directors' Meetings	1. Continued participation in quarterly FHWA/WisDOT/MPO meetings to discuss transportation planning, policy, financial and technical issues and questions.	\$11,174	130	January, April, July, and September or October
	2. Attendance at the annual MPO/RPC/WisDOT Transportation Planning Conference, and other transportation related conferences or trainings.			September or October
Program Expenses*	1. Total MPO expenses (excluding travel)	\$5,500	Expense Only	
<b>Total</b>		<b>\$44,774</b>	<b>440</b>	

\*Expenses include: memberships and subscriptions, all printing (including publication of public notices), all postage, telephone expenses, supplies, computers, and equipment, as well as the Sheboygan MPO share of outsourced BLRPC bookkeeping services.

**Staff Hour Summary for Program Support and Administration**

Staff Position	Total Work Program Hours
Executive Director	40
Assistant Director	16
Principal Transportation Planner (MPO Coordinator)	230
Transportation Planner	100
GIS Specialist	8
Planning Assistant/Intern	10
Managerial Assistant	36
Environmental Planner	0
Community Assistance Planner	0
<b>Total</b>	<b>440</b>

## II. LONG-RANGE TRANSPORTATION PLANNING

### Objective and Methodology

Long-range transportation planning activities in 2026 will include:

- Refinement of the schedule for the *Year 2055 Sheboygan Area Transportation Plan (SATP)* completion process.
- Preparation of the *Year 2055 SATP* scheduled to be adopted in April 2027, including the following subtasks:
  - Analysis of the last plan update and examining the implementation status of the last plan
  - Land use inventory
  - Analysis of the socioeconomic data, and future projections
  - Analysis of transportation and housing infrastructure
  - Modeling of existing and future conditions
  - Meetings with various stakeholders and public involvement meetings/open houses
- Potentially hiring a consultant to update portions of the SATP.
- Discussion and coordination of performance measurements and establishment of state and MPO performance targets.
- Continuation of in-house travel demand forecast modeling activities, including in-house model learning, continued allocation of time to use the model internally and with the state-wide work group meetings, and possible training activities.
- Continuing to work with WisDOT on the development of statewide transportation plans and support WisDOT's freight planning efforts.
- Continue attending the work group meeting with peer MPOs and WisDOT for discussion regarding the Long Range plan update.

Table 3 outlines long-range transportation planning activities for 2026 and the budget, staff hours and schedule allocated to these activities.

**TABLE 3  
LONG-RANGE TRANSPORTATION PLANNING**

ACTIVITY	OUTCOME	BUDGET	STAFF HOURS	SCHEDULE
Long-Range Transportation Planning Activities	1. Refining a schedule for the <i>Year 2055 Sheboygan Area Transportation Plan</i> completion process.	\$72,061	922	January - March
	2. Preparation of the Year 2055 SATP, scheduled to be adopted in 2027.			January -December
	3. Discussion and coordination of performance measurements and establishment of state and MPO performance targets.			January - April
	4. Meetings with various stakeholders and public involvement/ open houses.			January - December
	5. Continuation of in-house travel demand forecast modeling activities, including in-house model learning, continued allocation of time to use the model internally and with external parties, and possible training activities.			January - December
	6. Continuing to work with WisDOT on the development of statewide transportation plans and support WisDOT's freight planning efforts.			January - December
	<b>Total</b>	<b>\$72,061</b>	<b>922</b>	

**Staff Hour Summary for Long-Range Transportation Planning**

Staff Position	Total Work Program Hours
Executive Director	12
Assistant Director	0
Principal Transportation Planner (MPO Coordinator)	410
Transportation Planner	320
GIS Specialist	90
Planning Assistant/ Intern	90
Managerial Assistant	0
Environmental Planner	0
Community Assistance Planner	0
<b>Total</b>	<b>922</b>

### III. SHORT-RANGE TRANSPORTATION PLANNING

#### Objective and Methodology

Short-range transportation planning activities in 2026 will include:

- Participate in work group meetings with peer MPOs, WisDOT and FHWA representatives to discuss various topics of interests and stay informed of new legislative updates.
- Implement improved strategies for engaging low income, elderly and disabled populations through public involvement.
- Continue to enhance analytical capabilities for assessing impact distributions of transportation programs, policies and activities established in the transportation plan and Transportation Improvement Program.
- Update annual performance indicators reports and share the data with members of the Sheboygan MPO Technical and Policy Advisory Committees.
- Work on adding a performance measures dashboard (as time permits) on the Sheboygan MPO web page to make it interactive and accessible for citizens to better understand the data.
- Provide planning assistance to local units of government and to WisDOT, if requested (this may include assistance on WisDOT and other grant applications, if needed).
- Complete special studies for Shoreline Metro, as requested by its Director.
- Continue to provide technical assistance to Shoreline Metro and to the Sheboygan County Economic Development Corporation (SCEDC) on employment transportation issues in the Sheboygan metropolitan planning area.
- Complete the Transit Development Plan (TDP) for Shoreline Metro funded under Section 5304 grant.

Table 4 outlines short-range transportation planning activities for 2026 and the budget, staff hours and schedule allocated to these activities.

**TABLE 4  
SHORT-RANGE TRANSPORTATION PLANNING**

ACTIVITY	OUTCOME	BUDGET	STAFF HOURS	SCHEDULE
Public Involvement	1. Participate in work group meetings with peer MPOs, WisDOT and FHWA representatives to discuss various topics of interests and stay informed of the new legislative updates	\$7,600	150	January - December
	2. Implement improved strategies for engaging low income, elderly and disabled populations through public involvement.			January - December
	3. Continue to enhance analytical capabilities for assessing impact distributions of transportation programs, policies and activities established in the transportation plan and TIP.			January - December
Other Short-Range Transportation Planning Activities	1. Provide planning assistance to local units of government and to WisDOT, if requested (this may include assistance on WisDOT and other grant applications, if needed).*	\$31,616	388	January - December
	2. Update annual performance indicators reports and present to the members of the Sheboygan MPO Technical and Policy Advisory Committees.			January - March
	3. Continue to provide technical assistance to Shoreline Metro and the Sheboygan County Economic Development Corporation (SCEDC) on employment transportation issues in the Sheboygan Metropolitan Planning Area.			January - April January - December
<b>Total</b>		<b>\$39,216</b>	<b>538</b>	

\*In cooperation with the WisDOT Travel Forecasting Section and/or their consultant.

**Staff Hour Summary for Short-Range Transportation Planning**

Staff Position	Total Work Program Hours
Executive Director	0
Assistant Director	0
Principal Transportation Planner (MPO Coordinator)	150
Transportation Planner	260
GIS Specialist	88
Planning Assistant/ Intern	40
Managerial Assistant	0
Environmental Planner	0
Community Assistance Planner	0
<b>Total</b>	<b>538</b>

## IV. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### Objective and Methodology

The TIP is a four-year listing of transit operating and capital, elderly and disabled transportation operating and capital, bicycle and pedestrian transportation, and street and highway improvements in the Sheboygan Metropolitan Planning Area (MPA). All major projects receiving federal funding must be included in the TIP. Projects are solicited from local jurisdictions in the MPA and from WisDOT, and are incorporated into the TIP. The draft TIP is reviewed by the MPO Technical and Policy Advisory Committees and by private transportation providers, and the general public is invited to offer comments on the projects. The TIP is forwarded to the Bay-Lake Regional Planning Commission for final approval. It should be noted that regionally significant transportation projects, regardless of funding source, need to be included in the TIP.

Table 5 outlines activities pertinent to TIP development for 2026 and the budget, staff hours and schedule allocated to these activities. There may be possible processing of amendments to the *2025 – 2028 TIP* (if necessary) during 2026. The largest task under this work element in 2026 will involve preparation of the *2027 – 2031 TIP*, which will be developed to be compliant with the Infrastructure Investment Jobs Act (IIJA) and its metropolitan transportation planning requirements. Some of these TIP preparation and amendment activities will require an air quality conformity analysis on both the *Year 2055 SATP* and the subject TIP utilizing emission factors from the MOVES 5 emissions estimating model that will be provided by the WDNR Bureau of Air Management. Finally, MPO staff will prepare a mid-year report on the progress of projects in the *2025 – 2028 TIP* for members of the Sheboygan MPO Technical and Policy Advisory Committees (including the sharing of this report at a joint meeting of these committees).

**TABLE 5  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

ACTIVITY	OUTCOME	BUDGET	STAFF HOURS	SCHEDULE
2025 - 2028 TIP	1. Possible processing of amendments to the 2025 - 2028 TIP (if necessary). 2. Preparation of a mid-year report on the progress of projects in the 2025 - 2028 TIP for members of the Sheboygan MPO Technical and Policy Advisory Committees (including the sharing of this report with members of these committees).	\$7,564	70	January - September  May - June (Share report with MPO advisory committees at their June or September joint meeting)
2027 - 2031 TIP	1. Compile Projects and Notify the Private Sector of Transit Projects. 2. Develop the TIP and document the Private Sector Notification Process. 3. Review TIP for compliance with the 1990 Clean Air Act Amendments (CAAA) and the Americans with Disabilities Act of 1990 (ADA). 4. Public comment period and public hearing 5. Technical Advisory Committee Review, Policy Advisory Committee Recommendation of Approval, MPO Approval, and submittal to State and Federal agencies and to the Governor.	\$20,794	205	July - August  August - September  August - September  September - October  September - November
<b>Total</b>		<b>\$28,358</b>	<b>275</b>	

**Staff Hour Summary for Transportation Improvement Program (TIP)**

Staff Position	Total Work Program Hours
Executive Director	0
Assistant Director	0
Principal Transportation Planner (MPO Coordinator)	160
Transportation Planner	80
GIS Specialist	35
Planning Assistant/Intern	0
Managerial Assistant	0
Environmental Planner	0
Community Assistance Planner	0
<b>Total</b>	<b>275</b>

## V. SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS (SATO)

### Objective and Methodology

The following is the description of the activities that are considered as SATO activities to be performed for the Sheboygan MPA in 2026.

- Continue to monitor the implementation of the Bicycle and Pedestrian Master Plan for Sheboygan MPA including meeting regularly with the Bicycle and Pedestrian Review Committee.
- Develop long-range recommendations for the Bicycle and Pedestrian Master Plan including strategies and policies.
- Frequently meet with the communities to assist with identifying grants for their bicycle and pedestrian projects.
- Work on Safe Routes to School (SRTS) Plans for the Howards Grove and the Sheboygan Area School districts as time permits. Sheboygan MPO has been working on SRTS plans within the MPA and plans to work on at least one school district's SRTS plan every year.
- Assist City of Sheboygan with their efforts to adopt Complete Streets Policy, including public outreach efforts.
- Assist City of Sheboygan with their Safety Action Plan under the federal Discretionary funding, Safe Streets and Roads for All (SS4A).
- Plan on combining Sheboygan Area School District Safe Routes to School planning efforts with the City of Sheboygan's Safety Action Plan.
- Assist Shoreline Metro to implement the recommendations provided in the Transit Development Plan especially expanding the Transit network to the Town of Sheboygan.

Table 6 outlines Safe and Accessible Transportation Options activities for 2026 and the budget, staff hours and schedule allocated to these activities.

**TABLE 6  
SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS (SATO)**

ACTIVITY	OUTCOME	BUDGET	STAFF HOURS	SCHEDULE
Active Transportation Planning (FTA SATO)	1. Continue to monitor the implementation of the Bicycle and Pedestrian Master Plan for Sheboygan MPA including meeting regularly with the Bicycle and Pedestrian committee.	\$37,135.13	436	January - December
	2. Developing long-range recommendations for Bicycle and Pedestrian Master Plan including strategies and policies.			January- December
	3. Frequently meeting with the communities to assist them with identifying grants for their bicycle and pedestrian projects.			
	4. Working on a Safe Routes to School Plans for Howards Grove School District and Sheboygan Area School District.			
Complete Streets (FHWA SATO)	5. Assisting City of Sheboygan with their efforts to adopt Complete Streets Policy, including public outreach efforts.	\$3,782.51	75	January - December
Safety Action Plan (FTA SATO)	6. Assisting City of Sheboygan with their Safety Action Plan under the federal Discretionary funding, Safe Streets and Roads for All (SS4A).	\$4,485	115	January - December
	7. Combining Sheboygan Area School District Safe Routes to School planning efforts with the City of Sheboygan's Safety Action Plan.			
Transit Planning (FTA SATO)	8. Assisting Shoreline Metro to implement the recommendations provided in the TDP especially expanding the Transit network to the Town of Sheboygan.	\$3,245	80	January - December
<b>Total</b>		<b>\$48,647.64</b>	<b>706</b>	
<b>Staff Hour Summary for Safe and Accessible Transportation Options (SATO)</b>				
<b>Staff Position</b>		<b>Total Work Program Hours</b>		
Executive Director		15		
Assistant Director		6		
Principal Transportation Planner (MPO Coordinator)		150		
Transportation Planner		185		
GIS Specialist		110		
Planning Assistant/Intern		240		
Managerial Assistant		0		
Environmental Planner		0		
Community Assistance Planner		0		
<b>Total</b>		<b>706</b>		

**The following activities are not included in the 2026 Work Program Budget, but are illustrated for informational purposes.**

**Comprehensive Safety Action Plan for the City of Sheboygan (SS4A)**

City of Sheboygan received Safe Streets and Roads for All (SS4A) Discretionary federal grant. The City applied for a total of \$250,000, of which 80 percent (\$200,000) will be federal share and the remaining 20 percent (\$50,000) will be local share provided by the City of Sheboygan.

**Transit Development Plan for Shoreline Metro (Section 5304)**

Sheboygan MPO staff are working on Transit Development Plan for Shoreline metro, the plan started in early 2025 and is estimated to be completed by early 2026. The plan was awarded by section 5304 Statewide Transportation Planning Grant. About 80 percent (\$40,000) of total funding are federal funds and 20 percent (\$10,000) local share is provided by City of Sheboygan/Shoreline Metro.

# Appendix A: Resolution of Approval of Work Program

## RESOLUTION NO. 7-2025

### **Resolution of the Bay-Lake Regional Planning Commission to approve the 2026 Sheboygan Metropolitan Planning Area Unified Planning Work Program**

**WHEREAS**, the Bay-Lake Regional Planning Commission is the officially designated Metropolitan Planning Organization (MPO) for metropolitan transportation planning in the Sheboygan Metropolitan Planning Area; and

**WHEREAS**, U.S. Department of Transportation regulations provide for self-certification that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of federal law; and

**WHEREAS**, the draft of the *Preliminary 2026 – 2027 Work Program & 2026 Annual Budget* has been duly reviewed by the full Commission, and was approved in preliminary form at a meeting of the full Commission on September 12, 2025; and

**WHEREAS**, the Federal Transit Administration and the Federal Highway Administration require each metropolitan planning organization (MPO) to develop and maintain a continuing, comprehensive, and cooperative transportation planning process, including development, and updating of a multi-modal long-range transportation plan and periodic development of a transportation improvement program; and

**WHEREAS**, the funding of these programs by the U.S. Department of Transportation and by the State of Wisconsin must be documented and supported by a planning work program.

### **NOW, THEREFORE BE IT RESOLVED:**


**FIRST**: That the Commission approves the *2026 Sheboygan Metropolitan Planning Area Unified Planning Work Program* as a component of the overall Commission Work Program for 2026.

**SECOND**: That the Commission authorizes the officers of the Commission to enter into contracts necessary to fund and carry out the intended work program.

**THIRD**: That the Commission, as MPO for the Sheboygan Metropolitan Planning Area, and in accordance with 23 CFR 450.336, hereby certifies that the metropolitan transportation planning process is addressing major issues facing the Sheboygan Metropolitan Planning Area, and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) 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 (IIJA)” (Pub. L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

- (6) 23 CFR Part 230, regarding the 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 324 of Title 23, U.S.C., 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.



Terry Brazeau, Chairperson  
Bay-Lake Regional Planning Commission

ATTEST:

I, Mike Hotz, Secretary-Treasurer of the Bay-Lake Regional Planning Commission, hereby certify that the above is a true copy of a resolution adopted by the Bay-Lake Regional Planning Commission on the 31<sup>st</sup> day of October 2025.



Mike Hotz, Secretary-Treasurer  
Bay-Lake Regional Planning Commission

## Appendix B: Metropolitan Planning Factors and the 2026 Work Program

The “Fixing America’s Surface Transportation (FAST)” Act, which was signed into law in late 2015, updated the planning factors that are to be considered by Metropolitan Planning Organizations (MPOs) when developing transportation plans and programs. *The 2026 Sheboygan Metropolitan Planning Area Unified Planning Work Program* has been developed with consideration of the metropolitan planning factors. The factors are as follows:

- (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.

## Appendix C: WisDOT/MPO/Transit Operator Cooperative Agreement

The Cooperative Agreement for Continuing Transportation Planning for the Sheboygan Metropolitan Planning Area can be found by clicking on the link on the Bay-Lake Regional Planning Commission's Sheboygan MPO webpage, which can be found at: <https://baylakerpc.org/services/transportation/sheboygan-mpo/cooperative-agreement-for-continuing-transportation-planning/>

Signatories to the agreement include: the Bay-Lake Regional Planning Commission, the Wisconsin Department of Transportation, and the Sheboygan Transit Commission. The agreement was signed in late 2016 and early 2017, and took effect on January 5, 2017.

## Appendix D: Title VI Non-Discrimination Agreement and Program

The Title VI Non-Discrimination Agreement can be found on the Bay-Lake Regional Planning Commission's Sheboygan MPO webpage. Signatories to the agreement include: the Bay-Lake Regional Planning Commission (a Wisconsin Department of Transportation Sub-Recipient), and the Wisconsin Department of Transportation. The updated agreement was signed in October 2023.

In addition, the Title VI and Non-Discrimination/Limited English Proficiency (LEP) Plan can be found on the Commission's Sheboygan MPO webpage. The Bay-Lake Regional Planning Commission completed an update to the Title VI and Non-Discrimination Program/LEP Plan in 2023. This document was recommended for approval by the Sheboygan MPO Technical and Policy Advisory Committees (in terms of elements related to the Sheboygan Metropolitan Planning Area), and was approved by the Bay-Lake Regional Planning Commission at its meeting in October of 2023. This document applies to both of the Commission's transportation planning programs (the Regional Transportation Planning program and the Sheboygan MPO program).

## Appendix E: 2026 Tentative Schedule of Meetings

<b>2026 Tentative Schedule of Meetings*</b>			
<b>MPO Technical and Policy Advisory Committee Joint Meetings**</b>	<b>BLRPC Full Commission and Executive Committee Meetings</b>	<b>MPO Directors' Meetings with WisDOT and FHWA***</b>	<b>Mid-Year and Draft Work Program Review Meetings with WisDOT and FHWA</b>
January 29	January 30 (Executive)	January 27	
March 12	March 13 (Full)		
April 23	April 24 (Executive)	April 28	
	June 12 (Full)		May or June
July 23	July 31 (Executive)	July 28	
September 3	September 11 (Full)		July or August
October 29	October 30 (Executive)	October 27	
December 10	December 11 (Full)		
*Some or all of these meetings may be conducted wholly or partially via teleconference.			
**Commission staff reserves the right to reschedule existing meetings or call special meetings of the Sheboygan MPO Technical and Policy Advisory Committees in order to complete tasks in a timely manner or to accommodate unforeseen deadlines, etc.			
***One of the MPO Directors' meetings might be timed to coincide with the annual MPO/ RPC/WisDOT transportation planning conference that normally takes place in the late summer or early fall. There could also be changes to these meeting dates made by WisDOT or FHWA.			

## Appendix F: Distribution of Local Funding for the 2026 Work Program

Of the **\$233,056.36** (across all sources) that is funding the *2026 Sheboygan Metropolitan Planning Area Transportation Planning Work Program*, some \$31,616 is devoted to transit planning activities. When the 15.2353 percent local share (\$28,095.22 of \$233,056.36) is applied to the \$31,616 in transit planning activity, the transit local share is about **\$4,817**. Shoreline Metro, the Sheboygan Transit Utility, will provide this portion of local funding in 2026. This is billed incrementally at the same time that WisDOT gets billed for the federal and state shares of the MPO program.

The remaining \$201,440.36 is devoted to planning for all other modes of transportation. The \$23,278.22 portion of local funding will be provided by Sheboygan County's membership levy with the Commission. Sheboygan County pays its membership levy to the Commission at the beginning of the year, and the \$23,278.22 is a portion of this levy.

## Appendix G: 2024 Public Participation Plan Update for the Sheboygan MPO

The *2024 Public Participation Plan: Sheboygan Metropolitan Planning Organization (MPO)* can be found by clicking on the link on the Bay-Lake Regional Planning Commission's Sheboygan MPO webpage, which can be found at: <https://baylakerpc.org/wp-content/uploads/2025/05/2024-Public-Participation-Plan-Final.pdf>

The Bay-Lake Regional Planning Commission (BLRPC) approved the 2024 Public Participation Plan for the Sheboygan MPO in September of 2024 after several months of review by the Sheboygan MPO Technical and Policy Advisory Committees and after a 30 day "consultation period" and a 45-day public comment period. The *2024 Public Participation Plan* is intended to describe how BLRPC staff will, to the best of their ability, provide the opportunity for public input and understanding of transportation plans and programs to all residents of the Sheboygan metropolitan planning area, especially to those persons who have been historically underrepresented in the planning process.

## Appendix H: 2025 Indirect Cost Allocation for Bay-Lake RPC (Incl. Sheboygan MPO)

Many Bay-Lake Regional Planning Commission staff members are anticipated to work on Sheboygan MPO activities in 2026, as follows:

- Principal Transportation Planner (MPO Coordinator) (1,100 hours);
- Transportation Planner (945 hours);
- Planning Assistant (380);
- GIS Coordinator/Planner (331 hours);
- Executive Director (67 hours);
- Assistant Director (22 hours);
- Managerial Assistant (36 hours).

All permanent Bay-Lake Regional Planning Commission staff members receive employee fringe benefits, which include: health insurance; dental insurance; life insurance; income continuation insurance; and an employee assistance program. All permanent staff members participate in the Wisconsin Retirement System, which is also an employee benefit. Government required coverage in this category includes: worker compensation (in the case of injuries on the job); unemployment insurance; and social security. Other employee benefits can include educational and professional development assistance. Staff can also participate in optional insurance and deferred compensation plans that are at the sole expense of the employee.

All permanent staff members also receive paid leave, which includes: 10.5 days of holidays (8.5 days of recognized holidays plus two days of personal holidays); vacation (amount accrued depends on the amount of years of service of the employee); and sick leave. Other less common forms of paid leave can include parental leave, taking a small amount of time to vote on Election Day, as well as jury duty. There are forms of unpaid leave as well (family/medical leave of absence, military leave of absence and personal leave of absence), but since these are not paid, they are not accounted for in this category.

All other indirect costs include categories that are identified in the attached cost policy statement.

The source for the above information is the *Bay-Lake Regional Planning Commission Cost Policy Statement* prepared by Evans Race and Van Dreele CPAs in August 2025 (based on the 2024 audit of the Commission conducted by CLA in early 2025). This report applies uniformly to all programs of the Commission, including the Sheboygan MPO program. This is being used for the 2026 budget because this was the most recent period in which such a cost policy statement was developed. The attached cost policy statement is available for review at the Bay-Lake Regional Planning Commission.

Costs and rates will be adjusted and reconciled back for 2026 based on audited 2025 costs when they become available in early 2026.

A copy of the most current cost policy statement of the Bay-Lake Regional Planning Commission can be found on the following pages.

U.S. Department of Commerce, Economic Development Administration  
1401 Constitution Avenue, NW  
Washington, DC 20230

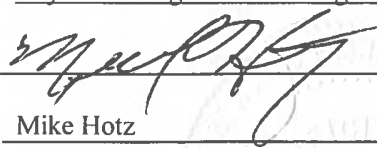
CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect cost rate proposal prepared and maintained herewith and to the best of my knowledge and belief.

1. All costs included in this proposal dated July 25, 2025, to establish indirect cost rate(s) for January 1, 2026 - December 31, 2026, are allowable in accordance with the requirements of the Federal award(s) to which they apply and OMB Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards(codified at 2 C.F.R. Part 200) 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 agreements 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 and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.
3. The indirect cost rate calculated within the proposal is 79.4% which was calculated using a direct cost base type of direct salary excluding Fringe. The calculations were based on actual costs from fiscal year 2024, to obtain a federal indirect cost billing rate for fiscal year 2026.
4. All documentation supporting the indirect cost rate identified above must be retained by the Recipient. This rate should be reviewed and validated as part of the Recipient's annual financial audit.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Organization Name: Bay-Lake Regional Planning Commission

Signature: 

Name of Authorized Official: Mike Hotz

Title: Commission Chairperson

Email Address and Phone: blrpcadmin@baylakerpc.org (920) 448-2820

Date of Execution: 7-25-2025

## Bay-Lake Regional Planning Commission

## Cost Policy Statement

**I. General Accounting Policies**

- A. Basis of Accounting - Accrual
- B. Fiscal Period - January 1 to December 31
- C. Allocation Basis - Salaries and other direct project costs are charged directly to projects and grants
- D. Allocated Costs Allocation Base:
  - Employee Fringe Benefits - Total salaries
  - Time Off With Pay (TOWP) - Total salaries minus TOWP
- E. Indirect Cost Rate Allocation Base:
  - Direct project salaries
- F. Bay-Lake Regional Planning Commission maintains adequate internal controls to ensure that no cost is charged both directly and indirectly to Federal contracts or grants.

**2. Description of Cost Allocation Methodology****A. Salaries and Wages**

- 1. Direct Costs -
- 2. Indirect Costs - The following staff members charge a portion of their salary costs to indirect costs:
  - Executive Director
  - Managerial Assistant
  - Assistant Director

The distinction between direct and indirect is primarily based on the functions performed. For example, when the positions shown are performing functions that are necessary and beneficial to all programs, they are indirect. When decisions are specific to one or more programs, they are direct because they do not benefit all programs.

**B. Time Off with Pay**

The Commission charges all vacation, sick leave, and holiday pay to a cost pool and apportions time to all direct and indirect salaried as a percentage of the salary amounts. The annual percentage is determined by the budget.

C. Fringe Benefits

Employee fringe benefits are all charged to a cost pool allocated to all salary costs charged to direct programs, indirect cost pool, and time off with pay cost pool. The employee fringe benefit costs include health insurance, life insurance, and employers share of retirement and social security. The costs are allocated as a percentage of salary amounts based on the annual budget.

D. All Other Costs

All other expenditure object costs directly benefiting a particular program or grant are charged directly to that program or grant. Most costs incurred are not directly attributable to a particular program or grant and are charged to an indirect cost pool. The costs are apportioned based on salary costs based on a percentage as determined by the annual budget. The major expenditure object codes used are:

- Mortgage
- Equipment lease agreements
- Audit and accounting services
- Legal services
- Other professional services
- Insurance
- Telephone
- Internet
- Office maintenance and cleaning
- Commissioner expense
- Postage
- Office supplies and printing
- Computer supplies and expenses
- Conferences, dues, and publications
- Travel
- Auto expenses and repair
- Depreciation

  
\_\_\_\_\_  
Mike Hotz  
Bay-Lake Regional Planning Commission Chairperson

7-25-2025  
Date

Gail M Van Dreel, CPA  
Brian G Van Dreel, CPA



Creative Progressive Accounting Solutions

July 15, 2025

Brandon Robinson  
Bay-Lake Regional Planning Commission  
1861 Nimitz Drive  
De Pere, WI 54115

Dear Mr. Robinson:

With the completion of the 2024 Financial Audit of Bay-Lake Regional Planning Commission, I reviewed the adequacy of your indirect cost rates used in 2024. In my opinion, the rates were adequate and reasonable based on your actual 2024 expenses and were calculated in accordance with the principles of Office of Management and Budget Circular A-87.

In order to correspond to your projected 2026 expenses, I propose the following as 2026 indirect rates to be charged to direct labor:

Employee Benefits	35.2%
Time Off With Pay	22.1%
All Other Indirect Costs	79.4%
Total	136.7%

If you have any questions or need any further information, please don't hesitate to contact me.

Sincerely,

Gail M Van Dreel, CPA  
President, Owner  
Evans Race & Van Dreel CPAs

PO BOX 1505 - Green Bay, WI 54305-1505 - (920) 432-1040 - [www.vandreeel.com](http://www.vandreeel.com)

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	2024 actuals	Allocation Base		
		Method	Amount	Rate
<u>Employee Fringe Benefits</u>				
Bay-Lake FICA	40,328			
WRS Employer	36,238			
Less: Benefits on Payouts	(294)			
Bay-Lake Ins. payment	<u>132,923</u>			
	209,195	Total Salaries	594,059	35.2%
<u>Time Off With Pay</u>				
Vacation	35,944			
Sick leave	60,989			
Less: Sick Leave Adj - One Time	(40,969)			
Holiday pay	21,968			
Less: Vac/Hol Payouts	(3,844)			
Less: Vacation Liability Adj-One Time	<u>(8,017)</u>			
	66,071			
Employee Benefits Allocation - Other	<u>50,462</u>			
	116,533	Total Salaries - Direct TOWP	527,988	22.1%
<u>Indirect Costs</u>				
Salaries	102,409			
EE Fringe				
Time Off w/Pay	28,088			
Unemployment	4,475			
Less: Refund Check for Covid	(3,655)			
Professional Services				
Audit & Acctg	33,621			
Other Professional	5,283			
Less: Acctg Fees Additional time				
Less: Reduce Legal Fees	(3,620)			
Less: Single Audit Fees				
Utilities				
Internet	3,023			
Gas, Electric & Water	4,791			
Phone	5,818			
Less: One Time Costs	-			
Office Maintenance & Cleaning	5,003			
Office Supplies/Printing/Repair	36,816			
Less: One Time Costs	(2,021)			
Conferences & Publications	5,899			
Less: Donations & One Time Training	(491)			
Travel & Auto Expenses	5,107			
Less: One Time Costs	(1,148)			
Insurance	13,820			
Equip Lease	2,842			
Depreciation	30,056			
Mortgage Interest	14,991			
Commission Expenses	10,523			
Less: Trustee Meals/Travel	<u>(7,651)</u>			
	<u>293,978</u>	Total Project Salaries	370,089	79.4%
<b>Total Rate</b>				136.72%

Appendix I: Sheboygan MPO Technical and Policy Advisory Committee Members

Sheboygan Metropolitan Planning Organization  
Technical Advisory Committee

Mark Kane, Regional Adm.  
FTA Region 5  
Chicago

Kevin Struck  
Growth Management Educator  
Sheboygan County UW Extension  
Sheboygan

Taylor Zeinert  
City of Sheboygan Dept. of Planning and Development  
Sheboygan

Aaron Brault  
Sheboygan County Planning and Conservation Department  
Sheboygan

Justin Johnson, Urban Planning Section  
WisDOT Bureau of Planning & Economic Development  
Madison

Bryan Olson, Director\*  
Sheboygan County Transportation Dept.  
Sheboygan

Jason Nordberg (Ex-Officio Member)  
Federal Highway Administration, Wisconsin Division  
Madison

Kevin Jump  
City of Sheboygan DPW Engineering Division  
Sheboygan

Cullen Peltier, Director  
City of Sheboygan Falls Public Works Department  
Sheboygan Falls

Derek Muench, Director\*\*  
Shoreline Metro  
Sheboygan

Brian Kierzek  
WisDOT Bureau of Transit, Local Roads, Railroads & Harbors  
Madison

Stephanie Steinfeldt  
WisDOT Northeast Region  
Green Bay

Ryan Welsing  
Village of Howards Grove

Matthew Grenoble  
Sheboygan Co. Memorial Airport  
Sheboygan Falls

David Bizot  
Bureau of Air Management  
Wisconsin DNR  
Madison

Al Bosman  
Eastern WI Counties Railroad Consortium  
Sheboygan

Bryan Kelly  
Bicycling Advocate  
Sheboygan

Travis Peterson, Director  
Department of Public Works  
City of Sheboygan

Blake DeSwarte  
Bureau of Air Management  
Wisconsin DNR  
Madison

Cory Roeseler  
Sheboygan Co. Traffic Safety Commission  
Sheboygan

Mike Kitzerow  
Village of Kohler

\*Indicates Committee Chair

\*\*Indicates Committee Vice-Chair

Sheboygan Metropolitan Planning Organization  
Policy Advisory Committee

Vernon Koch, Chairperson\*  
Sheboygan County Board

Lyman "Skip" Theobald, Chairperson  
Town of Sheboygan Falls

John Ehmann, Chairperson  
Town of Wilson

Tom Holtan (for Daniel Hein, Chairperson)  
Town of Sheboygan

Tom Schnettler, President  
Village of Kohler

Randy Meyer, Mayor  
City of Sheboygan Falls

Ryan Sorenson, Mayor  
City of Sheboygan

Aaron Anger, Chairperson  
Town of Mosel

Charles Born, Chairperson\*\*  
Town of Lima

Dale Wuestenhagen, President  
Village of Howards Grove

George Marthenze, Chairperson  
Town of Herman

Tom Buchholz, Director  
WisDOT Northeast Region  
Green Bay

\*Indicates Committee Chair

\*\*Indicates Committee Vice-Chair

# Bay-Lake Regional Planning Commission

## Commission Members

### **Brown County**

Vacant

### **Door County**

Vacant

### **Florence County**

Tom Brandt  
Larry Neuens\*  
Rich Wolosyn

### **Kewaunee County**

Tom Romdenne  
Debra Noel\*  
Vacant

### **Manitowoc County**

Dan Koski\*  
James Falkowski  
Greg Grotegut

### **Marinette County**

Ann Hartnell, Vice-Chairperson\*  
Michael Kunesh  
Thomas Mandli

### **Oconto County**

Vacant  
Terry Brazeau, Chairperson\*  
Dennis Kroll

### **Sheboygan County**

Mike Hotz, Secretary/Treasurer\*  
Ed Procek  
Ryan Sorenson

\* Indicates Executive  
Committee members

## Staff

### **Brandon G. Robinson**

Executive Director  
brobinson@baylakerpc.org

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sswan@baylakerpc.org

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Principal Transportation Planner  
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### **Natalie Blackert**

GIS Specialist  
nblackert@baylakerpc.org

### **Raquel Orta**

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### **Madison Stolen**

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Mstolen@baylakerpc.org

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bthompson@baylakerpc.org



