

**2008 Coordinated Public Transit - Human Services Transportation Plan
for
Sheboygan County, Wisconsin**

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CHAPTER 1: INTRODUCTION

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN REQUIREMENT

The human services transportation provisions of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) aim to improve transportation services for persons with disabilities, older adults and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs (see Appendix A for federal and state transportation program descriptions). Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate and cost-effective transportation possible with available resources. In order to express these goals, the county is required to publish a locally developed *Coordinated Public Transit – Human Services Transportation Plan*.

SAFETEA-LU requires that the county *Coordinated Public Transit – Human Services Transportation Plan* identify an approved program of projects prior to distribution of funds from the following federal programs:

- Section 5310 (Elderly Individuals and Persons with Disabilities Capital Assistance);
- Section 5316 (Job Access and Reverse Commute); and
- Section 5317 (New Freedom Program).

In addition, the Wisconsin Department of Transportation (WisDOT) has required or recommended that the following items be included in the plan. These items include:

1. County Meeting Invitation List;
2. County Meeting Participant List;
3. County Meeting Flyer;
4. County Meeting Record;
5. Inventory of Transportation Providers in Sheboygan County;
6. County Coordination and Assessment Action Plan; and
7. County List of Approved Projects for Section 5310, 5316 and 5317 Programs.

All of these items are included in the plan.

PARTICIPATION PROCESS

SAFETEA-LU also requires that the *Coordinated Public Transit – Human Services Transportation Plan* be developed through a local process that includes representatives from public and private transportation providers, human service agencies, interested parties and the general public.

The Wisconsin Department of Transportation (WisDOT) has developed a county meeting process to comply with this requirement. In the case of Sheboygan County, the Metropolitan Planning Organization (MPO) planner with the Bay-Lake Regional Planning Commission was chosen to coordinate this project, conduct a meeting, and write the final report. The MPO planner was chosen because he is currently responsible for reviewing federal and state program

applications, needs to be aware of and knowledgeable about transit programs and funding streams in the county, and is an independent and objective entity.

Bay-Lake Regional Planning Commission staff developed a list of potential representatives using WisDOT-endorsed guidelines, and invited them to participate in the county meeting (see Appendix B for a copy of the letter requesting participation, Appendix C for a list of the Sheboygan County meeting invitees, Appendix D for a copy of the Sheboygan County meeting agenda, and Appendix E for a copy of the Sheboygan County meeting flyer. In addition, the Sheboygan area news media were informed of the Sheboygan County meeting.

MEETING RECORD

The Sheboygan County meeting was held on September 11, 2008. The county meeting participants are listed in Table 1.

Table 1 Sheboygan County Public/Human Services Transportation Coordination Assessment Meeting September 11, 2008 Attendance List	
Name	Representing
Paul Felde	Wheelchair Taxi
Steve Hendrikse	Sheboygan County Health and Human Services Dept. (ADRC)
Kevin Kellner	Sheboygan Parking and Transit Utility
Liz Mahloch	Sheboygan County Health and Human Services Dept. (Economic Support)
Ron McDonald	Sheboygan Parking and Transit Utility
Traci Nugent	Sheboygan Parking and Transit Utility/Regional Transit Connection
Kathryn Schilling	Sheboygan County Transportation Coordinating Committee
John Van Der Male	Chair, Sheboygan County Board Health and Human Services Committee
Jeff Agee-Aguayo	Bay-Lake Regional Planning Commission

CHAPTER 2: DEMOGRAPHIC ANALYSIS

PERSONS WITH DISABILITIES

According to Wisconsin Department of Administration estimates, Sheboygan County had a population of 117,045 in 2007. Of these, 3,889 are considered elderly disabled and 2,115 are considered non-elderly disabled. The definition used to define persons with disabilities is:

“Individuals who, because of any temporary or permanent physical or mental condition or institutional residence, are unable, without special facilities or special planning or design, to use available transportation facilities and services as effectively as persons who are not so affected.”

Table 2 indicates persons with disabilities in Sheboygan County in 2007.

Category	Population	Percent of Population
Elderly Disabled	3,889	3.3%
Non-Elderly Disabled	2,115	1.8%
Total	6,004	5.1%

Source: Wisconsin Department of Administration, 2007; Wisconsin Department of Transportation, 2007; and Bay-Lake Regional Planning Commission, 2008.

POPULATION BY AGE

Table 3 summarizes the 2000 and future (2030) population of Sheboygan County by age cohort.

In 2000, Sheboygan County had 15,732 people age 65 or older. By 2030, the population age 65 or older is expected to increase by nearly 72 percent to 27,009. As a result, this segment of the population will require additional specialized transportation services.

Table 3 Population of Sheboygan County by Age Cohort					
Age Category	2000 Census	2030 Projection	Difference Between 2000 and 2030	Percent of 2000 Population	Percent of 2030 Population
0 to 4	7,213	8,191	978	6.40%	6.16%
5 to 9	7,881	8,694	813	7.00%	6.54%
10 to 14	8,427	8,947	520	7.48%	6.73%
15 to 19	8,310	8,486	176	7.38%	6.38%
20 to 24	6,425	7,293	868	5.70%	5.48%
25 to 29	6,813	8,117	1,304	6.05%	6.10%
30 to 34	7,863	8,465	602	6.98%	6.36%
35 to 39	9,328	8,713	(615)	8.28%	6.55%
40 to 44	9,587	8,928	(659)	8.51%	6.71%
45 to 49	8,503	8,811	308	7.55%	6.62%
50 to 54	6,953	7,554	601	6.17%	5.68%
55 to 59	5,309	6,759	1,450	4.71%	5.08%
60 to 64	4,312	7,064	2,752	3.83%	5.31%
65 to 69	3,789	7,534	3,745	3.36%	5.66%
70 to 74	3,805	7,129	3,324	3.38%	5.36%
75 to 79	3,373	5,456	2,083	2.99%	4.10%
80 to 84	2,467	3,618	1,151	2.19%	2.72%
85 to 89	1,505	1,964	459	1.34%	1.48%
90 to 94	632	919	287	0.56%	0.69%
95 to 99	148	321	173	0.13%	0.24%
100 or older	13	68	55	0.01%	0.05%
Totals	112,656	133,031	20,375	100.00%	100.00%
Age 65 or older	15,732	27,009	11,277	13.96%	20.30%

Source: Wisconsin Department of Administration, 2004; and Bay-Lake Regional Planning Commission, 2008.

MEDIAN HOUSEHOLD INCOME AND LOW INCOME HOUSEHOLDS IN SHEBOYGAN COUNTY

The median household income in Sheboygan County in 1999 was \$46,237. Some 21 of the 28 Census block groups located in the City of Sheboygan had median household incomes below the county median household income. Other Census block groups in the county which had median household incomes below the county median household income included five block groups in the City of Plymouth, one block group in the City of Sheboygan Falls, and one block group in rural south central Sheboygan County.

Further environmental justice analysis completed for the *Year 2035 Sheboygan Area Transportation Plan (SATP)* and the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2008 – 2011* indicate that the lowest income households are located in the City of Sheboygan, particularly in Census block groups in and surrounding the central business district. This analysis can be found in Appendix E of each respective document.

CHAPTER 3: TRANSPORTATION PROVIDERS IN SHEBOYGAN COUNTY

INVENTORY OF PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION SERVICES IN SHEBOYGAN COUNTY

Sheboygan Parking and Transit Utility (Sheboygan Transit System)

The Sheboygan Transit System is owned and operated by the City of Sheboygan, and also provides limited transit service to the Village of Kohler and the City of Sheboygan Falls. The Sheboygan Transit System was acquired in the early 1970s from a private operator. Similar to other privately owned and operated bus companies, the rising costs of maintaining a quality public service resulted in a significant profit loss. Despite the provision of subsidies in 1971, the privately owned Sheboygan Bus Lines continued to absorb increasing deficits. By the summer of 1972, the owners of the bus system filed an application to discontinue service in the Sheboygan area, a request that was granted by the Public Service Commission of Wisconsin. Continuation of the bus service was assured as the City of Sheboygan was given temporary authority to operate the service. A city referendum vote in April 1973 was supported by a 3 to 1 margin, allowing the city to acquire and operate a municipal bus transportation system. The results of the change in ownership provided not only immediate financial stability, but also the opportunity for evaluation and implementation of operating and service improvements. Items such as routing and level of service have generally been preserved in their underlying form, and provide the foundation of the current Sheboygan Transit System.

In 1992, the Sheboygan Transit System initiated paratransit services under the Americans with Disabilities Act of 1990 (ADA). This is a curb-to-curb service that provides transportation to the disabled population in the community that, in many cases, is unable to utilize the fixed-route service. The Sheboygan Transit System contracted these services to the Sheboygan County Health and Human Services Department over several years, but brought this service component in house as the Regional Transit Connection (RTC) in 2007.

The Sheboygan Transit System's service is mostly a fixed-route, fixed-schedule bus system. Demand response service for the disabled is operated through the RTC division of Sheboygan Transit.

Service Characteristics

Current regular fixed-route transit services provided in the Sheboygan Transit System service area are provided on ten routes: nine of these routes (Routes 1, 3 North and South, 5 North and South, 7 North and South, and the Mall Route) exclusively serve the City of Sheboygan portion of the transit service area. The Industrial Park Route primarily serves the City of Sheboygan, but also serves the Deer Trace Shopping Center in the Village of Kohler. The Kohler/Sheboygan Falls Route (with limited service) serves the City of Sheboygan as well as the Village of Kohler and the City of Sheboygan Falls. Nearly all routes converge in Sheboygan's central business district. The downtown serves as the main transfer point between routes, and schedules are designed so that transfers are easily accommodated. The transfer point is located in the central portion of the block bordered by North 9th Street, Center Avenue, North 8th Street and Pennsylvania Avenue.

Service is generally provided six days a week, Monday through Saturday, with no service on Sundays or on six observed holidays. Weekday service begins at 5:45 a.m. and ends at 9:45 p.m. Saturday service begins at 7:45 a.m. and ends at 5:45 p.m. North and South Shuttles are available

from 5:15 to 5:45 a.m. and from 9:45 to 10:15 p.m. on weekdays, as well as from 7:15 to 7:45 a.m. and from 5:45 to 6:15 p.m. on Saturdays. North and South Shuttles are also available during periods of hourly service when north side and south side routes are not operating on weeknights and on Saturdays. Headways are generally 30 minutes in length for most routes, 60 minutes in length for the Industrial Park Route, and 90 minutes in length for the Kohler/Sheboygan Falls Route (there are exceptions). Generally, numbered city routes operate every half hour during the daytime on weekdays and hourly on weeknights and Saturdays, unless noted differently below.

Profiles of each of Sheboygan Transit's routes are noted below:

Route 1

Route 1 travels for a length of 7.1 miles from its southern terminus at the downtown transfer point to its northern terminus at Eisner Avenue and North 10th Street. Route 1 provides service near North High School and Urban Middle School during school starting and ending times when school is in session. Other destinations served by Route 1 include the lakefront, the Sheboygan YMCA and the Aurora Sheboygan Memorial Medical Center. Route 1 serves the Sheboygan Senior Center upon request.

Route 1 operates every half hour during "peak" travel times (6:15 to 8:45 a.m. and 2:15 to 5:45 p.m.) and operates hourly during all other hours of operation on weekdays.

Route 3 North

Route 3 North travels for a length of 6.3 miles from its southern terminus at the downtown transfer point to its northern terminus at the intersection of North 25th Street and Pershing Avenue. Route 3 North provides service to businesses on portions of Michigan Avenue and Calumet Drive, including the Pick & Save supermarket on Calumet Drive.

Route 3 South

Route 3 South travels for a length of 7.3 miles from its southern terminus at Washington Square Shopping Center to its northern terminus at the downtown transfer point. Route 3 South provides service to several shopping venues on South Business Drive, including Washington Square Shopping Center and the K-Mart store. Route 3 South also provides service near Horace Mann Middle School during school starting and ending times when school is in session.

Route 5 North

Route 5 North travels for a length of 7.5 miles from its southern terminus at the downtown transfer point to its northern terminus at the intersection of North 15th Street and Eisner Avenue. Route 5 North provides service to the Piggly Wiggly supermarket on the north side, and also provides service near Urban Middle School.

Route 5 South

Route 5 South travels for a length of 7.8 miles from its southern terminus at the intersection of Carmen Avenue and South Business Drive and its northern terminus at the downtown transfer point. Route 5 South provides service to apartment complexes along Carmen Avenue, Indian Meadows Trailer Park, Heritage Square shopping area, and businesses along South Business Drive south of Wilson Avenue (including a Goodwill store). Service is also provided to some nursing homes along the route. In addition, service is provided near Wilson Elementary School and Farnsworth Middle School.

Route 7 North

Route 7 North travels for a length of 7.5 miles from its southern terminus at the downtown transfer point to its northern terminus at the intersection of North Taylor Drive and Geele Avenue. Route 7 North provides service to St. Nicholas Hospital and to the Pick and Save supermarket on North 25th Street. This route also serves apartment complexes along Superior Avenue, and also travels near the Mapledale apartment complex in the Town of Sheboygan. Portions of North Taylor Drive and North 29th Street north of Geele Avenue and North Avenue between North Taylor Drive and North 29th Street can also be served by this route upon request.

Route 7 South

Route 7 South travels for a length of 7.1 miles from its southern terminus at the intersection of County Highway EE/Weeden Creek Road and South 12th Street to its northern terminus at the downtown transfer point. Route 7 South provides service to the Sunnyside Mall area, including a trailer park and the Sunnyside Townhouses nearby. Service is also provided near Farnsworth Middle School and South High School. Passengers on this route can also travel to destinations along portions of Camelot and Parkwood Boulevards and along portions of South 18th Street upon request. Passengers on this route can also be transported to Blue Harbor Resort upon request.

Mall Route

The Mall Route travels for a length of 7.2 miles from its western terminus at the Memorial Mall to its eastern terminus at the downtown transfer point. In addition to the Memorial Mall, the Mall Route provides service to the Sheboygan Clinic, the Pick and Save supermarket on North 25th Street, the Sheboygan County Job Center, Memorial Plaza Shopping Center, Shopko, Aldi's Supermarket and Taylor Heights Shopping Center. The Mall Route also provides service to Sunny Ridge Nursing Home (upon request), and provides regular service to the Tamarack Apartments.

The Mall Route involves 20 trips on weekdays. All trips are 30 minutes in length, and are provided hourly between 6:45 a.m. and 1:45 p.m., as well as between 6:45 p.m. and 9:45 p.m. Trips are provided every half hour between 6:15 and 6:45 a.m., as well as between 1:45 and 5:45 p.m.

Kohler/Sheboygan Falls Route

The Kohler/Sheboygan Falls Route, when running its full route, travels for an average length of 24.5 miles; the western terminus for this route is downtown Sheboygan Falls along Buffalo Street, while the eastern terminus for this route is the downtown transfer point. Most of the runs for this route are 90 minutes in length. There is one weekday run at 5:15 a.m. that is 60 minutes in length, and a Kohler Company Special Run at 5:45 a.m. on weekdays is 30 minutes in length. On weekdays, this route runs five times plus the Kohler Company Special Run. On Saturdays, this route also runs five times.

Destinations in the City of Sheboygan that are served by the Kohler/Sheboygan Falls Route (on outbound 90 minute trips, and on inbound 90 minute trips by request) include Memorial Plaza Shopping Center, Memorial Mall, Shopko, and Taylor Heights Shopping Center. Destinations in the Village of Kohler served by this route include the Kohler Company and the Shops at Woodlake. Destinations in the City of Sheboygan Falls served by this route include the Sheboygan Falls Industrial Park, Acacia Falls Mobile Home Park, commercial development

along Fond du Lac Avenue, and downtown Sheboygan Falls.

Industrial Park Route

The Industrial Park Route travels for an average length of 18.4 miles from its southern terminus at Country Village Apartments to its northern terminus at the downtown transfer point. Destinations served by this route include Horace Mann Middle School, Lutheran High School, the University of Wisconsin Sheboygan campus, Acuity Insurance, both of the City of Sheboygan's industrial parks, Deer Trace Shopping Center, the new Wal-Mart Supercenter and adjacent development, Country Village Apartments, Indian Meadows Trailer Park and Washington Square Shopping Center (including a Piggly Wiggly supermarket within Washington Square).

There are 22 trips each weekday on this route. The first two trips (5:45 and 6:15 a.m.) are half hour trips, while the remaining 20 trips are an hour in length. Departures occur every half hour during peak periods (5:45 to 8:15 a.m. and 1:15 to 4:15 p.m.), with hourly service between 8:15 a.m. and 1:15 p.m. and between 5:15 and 9:15 p.m. In addition, this route has nine trips (one per hour) on Saturdays.

North and South Shuttles

The North and South Shuttles travel between 5:15 and 5:45 a.m., between 9:45 and 10:15 p.m., and on evenings when routes on the north and/or south side do not operate on weekdays. The North and South Shuttles travel between 7:15 and 7:45 a.m., between 5:45 and 6:15 p.m., and throughout the day when routes on the north and/or south side do not operate on Saturdays.

One purpose of the shuttles is to drop off passengers on the north and south sides in a timely manner so that they do not wait an extraordinary amount of time to make connections to their next bus at the transfer point, and to drop off passengers at the beginning and end of the service day to their destinations. Passengers can also be picked up by a shuttle at the nearest bus stop to their origin by calling the Sheboygan Transit dispatcher with reasonable advance notice.

Fare Structure

Table 4 illustrates the fare structure of Sheboygan Transit. The full cash fare is \$1.50 on weekdays before 5:30 p.m., and is \$1.25 on weeknights after 5:30 p.m. and on Saturdays. Cash fares for qualified elderly and disabled persons are less than or equal to half the regular cash fare. Adult tokens are \$1.10 each, while student tokens are 90 cents each; all tokens are sold in packages of ten. A student ten ride pass costs \$9.00. The monthly pass is \$48.00; frequent riders can save \$12.00 or more per month (this assumes two rides per day, five days per week for four weeks) by purchasing a monthly pass from the Sheboygan Transit office or from one of the drivers. The half fare for elderly and disabled riders at non-peak times is 75 cents before 6:00 a.m. and between 9:00 a.m. and 3:00 p.m. on weekdays, and is 60 cents after 5:30 p.m. on weekdays and all day on Saturdays. The standard ADA paratransit fare is \$3.00 (\$2.50 after 5:30 p.m. on weekdays and all day on Saturdays), or twice the regular cash fare. Transfers between routes are issued free of charge.

Table 4
Sheboygan Transit System Fare Structure

Payment Type	Cost
Full Cash Fare - Weekdays	\$1.50
Full Cash Fare - Weeknights/Saturdays	\$1.25
Elderly/Disabled Half Fare - Weekdays*	\$0.75
Elderly/Disabled Half Fare - Weeknights/Saturdays*	\$0.60
Adult Tokens (each - sold in packs of 10)	\$1.10
Student Tokens (each - sold in packs of 10)	\$0.90
Student Passes (Good for 10 rides)	\$9.00
Monthly Pass	\$48.00
ADA Paratransit Fare - Weekdays	\$3.00
ADA Paratransit Fare - Weeknights/Saturdays	\$2.50
Transfers	Free

*For the elderly, a Medicare card must be presented to the driver to qualify for half fare. For the disabled, the passenger must be identified as disabled by Sheboygan Transit to qualify for half fare. Half fares for the elderly and disabled are applicable only during non-peak hours of operation.

NOTES: The weeknight/weekend fare is valid after 5:30 p.m. on weeknights and all day on Saturdays, and is a temporary policy.
Children under age 5 ride free when accompanied by an adult.

Source: Sheboygan Parking and Transit Utility, 2008; and Bay-Lake Regional Planning Commission, 2008.

ADA Paratransit Program

Paratransit is an alternative to the fixed-route transit system. It is intended for people who cannot be served by Sheboygan Transit's fixed-route buses due to disability. Service is more flexible in terms of scheduling and routing, is offered on a demand response basis, and is usually provided by low capacity vehicles, such as vans. Paratransit is meant to be complementary to the fixed-route system in terms of service area, service days and hours, and cost.

The Americans with Disabilities Act (ADA) became law on July 26, 1990. The law is intended to provide equal access rights to people with disabilities in the areas of employment, public services, public transportation, private accommodations, and telecommunications. The ADA requires recipients of Federal Transit Administration (FTA) funds (including Sheboygan Transit) to provide transportation services to people with disabilities by using both lift-equipped fixed-route service and complementary paratransit service. Individuals are eligible to use ADA public transportation service or paratransit if they meet eligibility criteria established by the ADA.

Paratransit services are provided to persons with qualifying disabilities in the Cities of Sheboygan and Sheboygan Falls and the Village of Kohler within three-fourths of a mile of all regular fixed routes. Service is provided on weekdays from 5:15 a.m. to 10:15 p.m., and on Saturdays from 7:15 a.m. to 6:15 p.m. Service is not provided on Sundays.

Sheboygan Transit utilizes its paratransit division (Regional Transit Connection, or RTC) to provide ADA paratransit service in the transit service area. The paratransit fare for a one-way trip is \$3.00 on weekdays before 5:30 p.m., and is \$2.50 on weeknights after 5:30 p.m. and on Saturdays.

**Elderly and Disabled Transportation Programs Serving All of Sheboygan County
(Including Portions of the County Outside the Sheboygan Transit System Fixed-Route
Service Area)**

Sheboygan County Health and Human Services Department Elderly Transportation

The Sheboygan County Health and Human Service Department, through its Aging and Disability Resource Center (ADRC), coordinates elderly transportation for the county. The ADRC receives a County Elderly and Persons with Disabilities Transportation Assistance Program (State Section 85.21) award each year. Section 85.21 provides counties with financial assistance to offer transportation to elderly persons and to persons with disabilities. The Sheboygan County ADRC currently contracts with the Sheboygan Parking and Transit Utility's Regional Transit Connection (RTC) to provide this transportation service. Hours of service are 7:30 a.m. to 3:30 p.m. on weekdays. Service is provided to elderly passengers 60 years or older and disabled adults of all ages, and is provided door-to-door.

Fares for these services are as follows:

- \$0.75 round trip to meal sites only;
- \$1.50 local (within the same city, village or town) round trip; and
- \$2.50 non-local in county round trip.

Volunteer Driver Services

The Sheboygan County Health and Human Service Department, through its ADRC, also coordinates a volunteer driver service. This service is provided by volunteers using their own vehicles. Volunteers receive mileage reimbursement. Services are available throughout Sheboygan County, and occasionally, passengers are transported outside the county for specialized medical services. Trips are restricted to medical appointments. Hours of service are variable, and are on an as-needed basis. Service is door-to-door. Donations are requested to defray the costs involved with this service.

Disabled American Veterans

The Disabled American Veterans (DAV) is a non-profit veterans' service organization. The Green Bay DAV office provides transportation to veterans traveling to and from the Milwaukee, Madison, Appleton, Tomah and Iron Mountain Veterans' Administration (VA) clinics or hospitals. The DAV operates three vans, one of which makes a daily trip to the Milwaukee VA clinic. The remaining vans serve the other VA clinics as needed. The DAV program is supported by a volunteer transportation coordinator and 26 drivers. A total of 15,400 trips were provided in 2007. Advance reservations are required for these trips.

Rehabilitation Center of Sheboygan

The Rehabilitation Center of Sheboygan, Inc. (RCS), a sheltered workshop in Sheboygan, offers specialized transportation to its clients Monday through Friday from the Plymouth and Elkhart Lake areas.

Nursing Homes

Several nursing homes in Sheboygan County provide limited transportation to their residents, primarily to medical appointments.

INVENTORY OF PRIVATE TRANSPORTATION PROVIDERS IN SHEBOYGAN COUNTY

Several private transportation companies provide services in Sheboygan County. These companies are shown in Table 5.

Table 5	
Private Transportation Providers in Sheboygan County	
Company	Type(s) of Service Provided
Airport Connection 1817 Martin Avenue Sheboygan, WI 53083	Airport Limousine Service to and from Mitchell International Airport in Milwaukee and to and from O'Hare International Airport in Chicago
Carriage House Limousine 16618 S. Cedar Lake Road Kiel, WI 53042	Limousine Service
Harbor Taxi PO Box 204 Cascade, WI 53011	Taxi Service
Heidenreiter Bus Services 400 Cleveland Street Sheboygan Falls, WI 53085	School Bus Service
Indian Trails Bus Lines 828 Pennsylvania Avenue Sheboygan, WI 53081	Intercity Bus Service
Jefferson Lines 828 Pennsylvania Avenue Sheboygan, WI 53081	Intercity Bus Service
Johnson School Bus Service 808 Valley Road Plymouth, WI 53073	School Bus Service
Lamers Bus Lines 420 E. Union Avenue Cedar Grove, WI 53013	Charter Bus Service
Luxury Limousine W5728 Emerald Lane Plymouth, WI 53073	Limousine Service
NEW Coaches PO Box 116 Two Rivers, WI 54241	Charter Bus Service
Nichols Inc. 244 W. Pioneer Road Fond du Lac, WI 54935	Charter Bus Service and Accessible Transportation
Orange Cross Ambulance 2005 New Jersey Avenue Sheboygan, WI 53081	Ambulance Service
Prigge's Discovery Coaches 509 S. Commerce Street Sheboygan, WI 53081	Charter Bus and School Bus Service
Sheboygan City Taxi 1225 Erie Avenue Sheboygan, WI 53081	Taxi Service
Sheboygan County Interfaith Organization PO Box 73 Sheboygan, WI 53082-0073	Volunteer Drivers for Persons Needing Transportation for Medical and Other Trip Purposes
Specialized Transportation Service 808 Valley Road Plymouth, WI 53073	Accessible Transportation
Stardust Limousine 631 New York Avenue Sheboygan, WI 53081	Limousine Service
Wheelchair Taxi and Transportation 2516 Superior Avenue Sheboygan, WI 53081	Accessible Transportation

Source: Bay-Lake Regional Planning Commission, 2008.

CHAPTER 4: ACTION PLAN

REVIEW OF FRAMEWORK FOR ACTION DISCUSSION FROM THE 2006 PLANNING PROCESS

County meeting participants were first asked to revisit their evaluation of how well transportation services were coordinated in the transportation coordination plan process from 2006. The discussion from the 2006 process is noted below. Areas where the 2008 meeting attendees modified their discussion from 2006 are noted in *italics*.

Section 1: Making Things Happen by Working Together

Section 1 addressed issues related to coordination, formal program goals and objectives, and most importantly, the need to articulate a vision for the provision of services to the elderly and disabled in Sheboygan County.

Done Well

- There has always been a willingness to coordinate between Sheboygan City Transit and Sheboygan County.
- Sheboygan County has quarterly TCC meetings, and the Sheboygan City Transit Commission meets monthly.

Do Better

- Provide additional funding.
- Need to improve transportation service for the disabled (*in terms of capacity*).
- Need to *continue to* identify areas underserved by existing transportation programs.

Section 2: Taking Stock of Community Needs and Moving Forward

Section 2 addressed issues involving service assessment and the review and inventory of services provided which are essential in identifying gaps, needs and duplication of services.

Done Well

- Sheboygan County and other transportation providers in the county are doing well in having adequate technology to implement this component of coordination.
- *Need to pinpoint areas where there is duplication of services* (previously listed as “do better”).
- *Need a better inventory of volunteer drivers, as well as transportation services provided by group homes, etc., in an effort to better coordinate with these underutilized services (including transportation provided by non-profit as well as for-profit organizations)* (previously listed as “do better”).

Do Better

- Need to better inventory other transportation resources serving Sheboygan County.
- *Prepare for the eventuality of having mobility managers.*
- County residents could benefit from having broader, more inclusive service.

- *Coordinate in the case of multiple vans traveling to Plymouth with one passenger each (liability issues currently prevent better coordination in this area).*

Section 3: Putting Customers First

Section 3 addressed the ease of access to information about the transportation services provided in Sheboygan County.

Done Well

- No items were identified.

Do Better

- Mobility management will be needed to accomplish many of the items under this coordination issue.
- Comment cards need to be developed in an effort to obtain customer input.
- Marketing efforts are much needed; marketing is piecemeal now, and needs to become more formalized.
- Travel training is needed for customers.
 - *May benefit Regional Transit Connection (RTC) riders who are disabled and who are transitioning to use of fixed-route transit.*
 - *Could train elderly riders using “bus buddies.”*
 - *Training is also needed for limited English proficient (LEP) individuals and for refugees.*
- Rural parts of Sheboygan County are underserved (*because of capacity issues, particularly in the case of non-elderly disabled individuals*).
- Improve to reach a seamless payment system.

Section 4: Adapting Funding for Greater Mobility

Section 4 addressed identification of accounting procedures that create customer-friendly payment systems while maintaining consistent reporting and accounting procedures across programs.

Done Well

- *Melding trip data between the Sheboygan County Health and Human Services Department and Sheboygan City Transit (previously listed as “do better”).*

Do Better

- *Continue to obtain more updated technology to implement this coordination issue.*
- *Continue to improve education and outreach (presentations) to customers and to customer advocates.*
- Funding constraint issues.
- How do we maintain medical assistance (MA) transportation with decreased funds?
 - *Educate federal and state lawmakers on this issue, as there are critical needs in the area of funding MA transportation.*

- *Formulate data and projections that demonstrate that increased need for MA transportation is emerging as a problem (See Table 3 and the disability implications of an increasing elderly population).*
- *Advocate and prepare to implement a Regional Transit Authority (RTA) in Sheboygan County (if authorized by the State Legislature/Governor and approved locally).*

Section 5: Moving People Efficiently

Section 5 addressed centralized managerial systems to coordinate highly diverse, multimodal service provision. There were no changes to this section since the 2006 meeting.

Done Well

- The County and City share equipment, information technology, etc.
- Positive momentum in achieving coordination in this area is in place.

Do Better

- Mobility management is needed to accomplish objectives under this coordination issue.

Other Discussion at the 2008 Coordination Meeting

There were questions and discussion as to why Title 19 (Medical Assistance) transportation is not specifically examined in the transportation coordination plan (as the Section 5310, JARC/WETAP and New Freedom programs are examined). Everyone in attendance at the county meeting agreed that this was a big issue. Private providers of medical assistance (MA) transportation are losing money in their operations, and the continued underfunding of these transportation services could have an impact on other transportation programs as well. Everyone in attendance at the county meeting supported initiatives to improve this situation. It was stated that about 12,000 county residents received medical assistance in the past year.

It was noted that the Sheboygan County Aging and Disability Resource Center (ADRC) may be moving to the old UW Extension building (650 Forest Avenue, Sheboygan Falls) in the near future. Those in attendance at the county meeting noted the impacts that this potential move would have on transportation.

Sheboygan Transit staff discussed programs that are being used to train mobility managers. The Regional Transit Connection (RTC) staff has been involved with much of this training. The RTC staff discussed examples of obstacles that mobility managers are paid to overcome. A mobility manager was working in Sheboygan County in the late 1990s, but their efforts were not successful. However, the environment is more conducive to coordination today than it was in the 1990s, which means that a mobility manager would have a better opportunity to succeed now.

Sheboygan Transit staff briefly discussed the Regional Transit Authority (RTA) concept with the other county meeting attendees.

ACTION PLAN SUMMARY

The 2008 Action Plan was developed by county meeting participants with assistance from Bay-Lake Regional Planning Commission staff. County meeting participants were asked to identify:

- Needs and gaps in transportation services;
- Possible solutions to the needs and gaps;
- Entities responsible for addressing the needs and gaps;
- A timeline for implementation; and
- Roadblocks to implementation.

Table 6 is a summary of proposed actions, the parties responsible for implementing the actions, an approximate implementation schedule, and any roadblocks to implementation.

Action Item	Responsible Party	Implementation Schedule	Roadblocks to Implementation
Continue to monitor representation on the Sheboygan County Transportation Coordinating Committee (TCC) to make sure that it meets the needs of those served	Sheboygan County	Ongoing	If changes/committee expansion are recommended, need approval from full County Board
Explore new programs (such as New Freedom) for possible local grant applications	Sheboygan County	Ongoing	Obtaining local matching funds may be a challenge
Publish Sheboygan Transit Development Program (TDP)	Sheboygan Transit, Bay-Lake Regional Planning Commission	2008	Not Applicable
Conduct boarding and alighting survey for Sheboygan Transit	Sheboygan Transit, Bay-Lake Regional Planning Commission	2008 - 2009	Not Applicable
Conduct passenger opinion survey for Sheboygan Transit	Sheboygan Transit, Bay-Lake Regional Planning Commission	2008 - 2009	Not Applicable
Implement travel training for Sheboygan Transit fixed-route operation and for the Regional Transit Connection (RTC)	Sheboygan County TCC (in partnership with Sheboygan Transit and its Regional Transit Connection)	2009 - 2010	Would be best implemented under the supervision of a mobility manager (see Table 7), which will require local matching funds
Allow agencies with capacity to sell rides to other organizations	Sheboygan County TCC	2009 - 2010	"Turf" issues/Local transportation providers (public and private) may not be willing to participate
Consider development of a form of public transportation in the City of Plymouth	City of Plymouth	Ongoing	Needs approval from Plymouth Common Council/Requires local matching funds

Source: Sheboygan County Aging and Disability Resource Center, 2008; Sheboygan Parking and Transit Utility, 2008; and Bay-Lake Regional Planning Commission, 2008.

CHAPTER 5: PROGRAM OF PROJECTS

2009 – 2013 PROGRAM OF PROJECTS

SAFETEA-LU requires the county *Coordinated Public Transit – Human Services Transportation Plan* to identify an approved program of projects prior to the distribution of funds from the Section 5310 (Elderly Individuals and Persons with Disabilities Capital Assistance), Section 5316 (Job Access and Reverse Commute), and Section 5317 (New Freedom) programs. Table 7 summarizes the approved program of projects for Sheboygan County.

Table 7
Program of Projects for Fiscal Years 2009 - 2013
Sheboygan County

Program	FY 2009 Projects	FY 2010 Projects	FY 2011 Projects	FY 2012 Projects	FY 2013 Projects
Section 5310 (Capital Assistance Program for the Elderly and Persons with Disabilities)	Sheboygan County Health and Human Services Department - one large bus with 20 ambulatory positions and two wheelchair positions and one medium bus with 12 ambulatory positions and two wheelchair positions at the cost of approximately \$131,000 No applications	Sheboygan County Health and Human Services Department - one large bus with 20 ambulatory positions and two wheelchair positions at the cost of approximately \$75,000 No applications	Sheboygan County Health and Human Services Department - four large buses with 20 ambulatory positions and two wheelchair positions each at the cost of approximately \$315,000* No applications	Sheboygan County Health and Human Services Department - three large buses with 20 ambulatory positions and two wheelchair positions each at the cost of approximately \$248,000* No applications	Sheboygan County Health and Human Services Department - three large buses with 20 ambulatory positions and two wheelchair positions each at the cost of approximately \$260,000* No applications
Section 5316 (WETAP - Wisconsin Employment Transportation Assistance Program, which includes JARC - Job Access and Reverse Commute Program)	No applications	No applications	No applications	No applications	No applications
Section 5317 (New Freedom Program)	No applications	Application to fund mobility manager - Cost to be determined	Application to fund mobility manager - Cost to be determined	Application to fund mobility manager - Cost to be determined	Application to fund mobility manager - Cost to be determined
*Some of these vehicles may also be funded by Sheboygan Transit under capital programs for which it is eligible as an urban transit operation.					
NOTE: The county meeting participants unanimously approved this 2009 - 2013 Program of Projects at their September 11, 2008, meeting.					
Source: Sheboygan County Health and Human Services Department, 2008; Sheboygan Parking and Transit Utility, 2008; and Bay-Lake Regional Planning Commission, 2008.					

CHAPTER 6: CONCLUSION

CONCLUSION

The county meeting participants met on September 11, 2008, identified issues of concern, and developed an action plan. The county meeting participants also approved the program of projects contained in this document.

APPENDICES

**APPENDIX A: FEDERAL AND STATE TRANSPORTATION PROGRAM
DESCRIPTIONS AND LOCAL INTEREST**

FEDERAL AND STATE TRANSPORTATION PROGRAM DESCRIPTIONS AND LOCAL INTEREST

Federal Transit Administration Section 5307 – Capital and Operating Assistance

This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in such urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated by the Bureau of the Census.

Eligible purposes include planning, engineering design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs.

The Sheboygan Parking and Transit Utility (Sheboygan Transit) receives funding each year from this program to operate its fixed-route transit and ADA paratransit programs.

Federal Transit Administration Section 5309 – Capital Assistance

This transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities:

1. New and replacement buses and facilities;
2. Modernization of existing rail systems; and
3. New fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof), including: states; municipalities; other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. Funds are allocated on a discretionary basis.

Sheboygan Transit has received Section 5309 funds to cover 80 percent of the cost of new buses and other capital items and projects.

Federal Transit Administration Section 5310 – Elderly Individuals and Persons with Disabilities Capital Assistance

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of

federally assisted transportation services, assisted by other Federal sources. Once the Federal Transit Administration (FTA) approves the application, funds are available for state administration of its program and for allocation to sub-recipients within the state.

The Sheboygan County Department of Health and Human Services, through its Aging and Disability Resource Center (ADRC), has used Section 5310 funds to cover 80 percent of the cost of accessible vehicles.

Federal Transit Administration Section 5311 – Non-Urbanized Area Formula Funds

This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population.

With the possible exception of the Plymouth Urban Area, Sheboygan County does not qualify for Section 5311 funds.

Federal Transit Administration Section 5316 – Job Access and Reverse Commute (JARC)

The Job Access and Reverse Commute (JARC) Program (49 U.S.C. 5316) provides formula funding to states and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of urbanized areas to suburban employment opportunities.

Grants may finance capital projects and operating costs of: equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with non-traditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low-income individuals; and promote use of employer-provided transportation, including the transit pass benefit program.

Funds are allocated on a discretionary basis as follows: 60 percent to urbanized areas over 200,000 population; 20 percent to urbanized areas of between 50,000 and 200,000 population; and 20 percent to non-urbanized areas. JARC projects involve 50 percent federal funding and a 50 percent local match.

Sheboygan County has not applied for funding under JARC.

Federal Transit Administration Section 5317 – New Freedom Program

The New Freedom Program (NFP) was established in the new transportation bill, SAFETEA-LU. The program's purpose is to provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act of 1990 (ADA) that assist disabled individuals with transportation, including transportation to and from jobs and employment support services. Eligible items include the following:

- Support the capital and operating costs of new public transportation services and public transportation alternatives that are beyond those required by the Americans with Disabilities Act (ADA).
- Funds may be used for 80 percent of capital expenses and 50 percent of operating expenses. There is no limitation on the amount of funds that can be used for operating expenses.
- Purchasing vehicles and supporting accessible taxi, ride-sharing and vanpooling programs.

- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to existing transit and intermodal stations not designated as key stations.
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Acquisition of transportation services by a contract, lease, or other arrangement.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Sheboygan County and its transportation partners have expressed interest in applying for New Freedom Program funding to hire a mobility manager over the period covered by this plan.

State of Wisconsin Section 85.20 – State Urban Mass Transit Operating Assistance Program

Section 85.20 provides operating expenses of an urban mass transit system, including: labor, fringe benefits, materials and supplies, utilities, insurance, purchased transportation services, license fees and lease expenses.

Sheboygan Transit is an annual recipient of this program.

State of Wisconsin Section 85.21 – County Elderly and Persons with Disabilities Transportation Assistance Program

Section 85.21 provides counties with financial assistance to provide transportation services to elderly persons and persons with disabilities.

The Sheboygan County Department of Health and Human Services Department, through its Aging and Disability Resource Center (ADRC) is an annual recipient of this program.

APPENDIX B: SHEBOYGAN COUNTY MEETING – LETTER OF INVITATION TO PARTICIPATE



Bay-Lake Regional Planning Commission

441 South Jackson Street, Green Bay, WI 54301

tele: 1 (920) 448-2820 fax: 1 (920) 448-2823 www.baylakerpc.org

Mark A. Walter, Executive Director

The regional planning commission for Northeastern Wisconsin serving communities within the counties of:

FLORENCE • MARINETTE • OCONTO • BROWN • DOOR • KEWAUNEE • MANITOWOC • SHEBOYGAN

MEMORANDUM

TO: Sheboygan County Transportation Coordination Stakeholders
FROM: Jeffrey C. Agee-Aguayo, AICP, Transportation Planner III
DATE: September 3, 2008
RE: Notice of Upcoming Sheboygan County Transportation Coordination Meeting

Dear Interested Sheboygan County Transportation Coordination Stakeholder:

In 2005, Congress passed and the President signed the latest Federal transportation legislation (reauthorizing the surface transportation act) titled the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*. As part of this reauthorization, recipients of Elderly and Disabled Transportation Program (Section 5310), New Freedom Initiative, and Job Access and Reverse Commute (JARC) grants were required to meet minimal coordination planning requirements in order to be eligible for grants in 2007 and 2008.

The Federal legislation (SAFETEA-LU) required that all projects (grant requests) from the programs listed above were to be part of a "*locally developed coordinated public transit-human services transportation plan,*" In 2006, in order to meet the Federal requirements, a *Public Transit/Human Services Transportation Coordination Plan* was developed for Sheboygan County by the Bay-Lake Regional Planning Commission staff.

For Section 5310, JARC and New Freedom Initiative program grantees to continue to be eligible to receive funding in 2009 and beyond, **the 2006 plan must be reviewed and updated**. The Wisconsin Department of Transportation has developed a short county meeting process to comply with SAFETEA-LU requirements.

The Sheboygan County Transportation Coordination meeting to update the plan has been scheduled for **September 11, 2008, beginning at 2:00 p.m. and ending at 4:00 p.m.** The meeting will take place at the **Sheboygan County Administration Building (Room 302), 508 New York Avenue, Sheboygan.**

In addition to approving a list of proposed future transportation projects, the meeting will include: updating an assessment of human services transportation coordination services within Sheboygan County; a review of the level of coordination between transportation programs; and development of an action plan for developing strategies and steps for improving coordination efforts. A meeting flyer is attached for distribution and posting to announce the county meeting.

We look forward to seeing you at this upcoming meeting.

Enclosures

APPENDIX C: SHEBOYGAN COUNTY MEETING – LIST OF INVITEES

INVITATION LIST

Superior Medical
1030 Wisconsin Ave
Oostburg, WI 53070

Harbor Taxi
P O Box 204
Cascade, WI 53011

Orange Cross Ambulance
2005 New Jersey Ave.
Sheboygan, WI 53081

Lakeshore CAP, Inc.
1441 N. Taylor Dr., Ste. C
Sheboygan, WI 53081

Division of Vocational Rehab.
Sheboygan Co. Job Center
3620 Wilgus Ave
Sheboygan, WI 53081

Sheboygan Co. Veterans Services Officer
615 N. 6th Street
Sheboygan, WI 53081

Arbor Education and Training, LLC
Job Center
3620 Wilgus Ave
Sheboygan, WI 53081

Wheelchair Taxi
2516 Superior Ave
Sheboygan, WI 53081

Sheboygan City Taxi
1225 Erie Ave.
Sheboygan, WI 53081

Dale Cary
Sheboygan County Board of Supervisors
Health & Human Svs. Cmte.
W7039 County Rd. C
Glenbeulah, WI 53023

Peggy Feider
Sheboygan County Board of Supervisors
Health & Human Svs. Cmte.
N6670 Rangeline Rd.
Sheboygan Falls, WI 53085

James Golembeski
Executive Director
Bay Area Workforce Development
317 West Walnut St.
Green Bay, WI 54303

Steve Hendrikse
Sheboygan Co. ADRC
1011 North 8th Street
Sheboygan, WI 53081

Sarah Janda
Northeast Wisconsin Job Center
325 N. Roosevelt St.
Green Bay, WI 54301

Joan Ketterman
Sheboygan Co. ADRC
1011 N. 8th Street
Sheboygan, WI 53081

Vernon Koch
Sheboygan County Board of Supervisors
Health & Human Services Comm.
923 Dillingham Ave
Sheboygan, WI 53081

Liz Mahloch
Economic Support Manager
Sheboygan County Health & Human Svs
3620 Wilgus Ave
Sheboygan, WI 53081

Ron McDonald
Sheboygan Transit System
608 S Commerce
Sheboygan, WI 53081

Traci Nugent
Regional Transit Connection
Sheboygan Transit System
608 S. Commerce St.
Sheboygan, WI 53081

Brian Ognacevic
Great Lakes Training
Job Center
3620 Wilgus Ave
Sheboygan, WI 53081

Roger Otten
Sheboygan County Board of Supervisors
Health & Human Svs. Cmte.
1027 Bell Ave.
Sheboygan, WI 53083

Sandy Popp
Options for Independent Living
P O Box 11967
Green Bay, WI 54307

John Van Der Male
Sheboygan County Board of Supervisors
Health & Human Svs. Cmte.
1803 Arrowhead Ct.
Sheboygan, WI 53083

Kris Wheeler
Sheboygan County Board of Supervisors
Health & Human Services Comm.
1233 South 20th Street
Sheboygan, WI 53081

Ann Wondergem
Sheboygan County
Health & Human Services Dept.
1011 N. 8th Street
Sheboygan, WI 53081

Milda Zuengler
Sheboygan Co. ADRC
1011 N. 8th Street
Sheboygan, WI 53081

APPENDIX D: SHEBOYGAN COUNTY MEETING – AGENDA

**SHEBOYGAN COUNTY
PUBLIC/HUMAN SERVICES TRANSPORTATION
COORDINATION ASSESSMENT MEETING**

Date: September 11, 2008

*Location: Sheboygan County Administration Building (Room 302)
508 New York Avenue, Sheboygan, Wisconsin*

Time: 2:00 p.m. – 4:00 p.m.

AGENDA

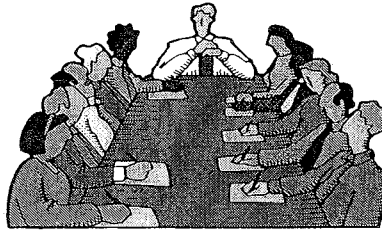
Welcome and Introductions	2:00 p.m. to 2:10 p.m.
Overview and Purpose of the Meeting	2:10 p.m. to 2:25 p.m.
County Coordination Assessment Exercise	2:25 p.m. to 3:00 p.m.
Development of the County Action Plan	3:00 p.m. to 3:30 p.m.
Approval of County Projects	3:30 p.m. to 4:00 p.m.
Adjourn	4:00 p.m.

Facilitated by:

Jeffrey C. Agee-Aguayo
Sheboygan MPO Transportation Planner
Bay-Lake Regional Planning Commission
(920) 448-2820
jagee@baylakerpc.org

APPENDIX E: SHEBOYGAN COUNTY MEETING – FLYER

Sheboygan County Transportation Coordination Meeting



Please Attend

A Sheboygan County Transportation Coordination meeting will be held to review a list of future transportation program projects and to conduct a county-wide assessment of public transit human services transportation coordination.

Date: September 11, 2008

Time: 2:00 p.m. – 4:00 p.m.

**Location: Sheboygan County Administration Building
(Room 302)**

508 New York Avenue, Sheboygan, Wisconsin

For information about the meeting, please call (920) 448-2820 or e-mail jagee@baylakerpc.org

Bay-Lake Regional Planning Commission

Commission Members

Brown County

William Clancy
Toni M. Loch
Chris Swan

Door County

Paul DeWitt
Mariah K. Goode
Nomination Pending

Florence County

Edwin Kelley
Bruce Osterberg
Yvonne Van Pembrook

Kewaunee County

Mary Hanrahan
Brian Paplham
Charles R. Wagner

Manitowoc County

Donald C. Markwardt
Valerie Mellon
NyiaLong Yang

Marinette County

Alice Baumgarten
Cheryl R. Maxwell, Vice Chairperson
Mary G. Meyer

Oconto County

Donald A. Glynn
Thomas D. Kussow
Lois L. Trever, Sect./Tres.

Sheboygan County

James E. Gilligan, Chairperson
Mike Hotz
Ron McDonald

Wisconsin Department of Commerce

Richard Leinenkugel

Staff

Mark A. Walter
Executive Director

Jeffrey C. Agee-Aguayo, AICP
Transportation Planner III

Tony D. Bellovary
GIS Coordinator

Richard L. Heath
Assistant Director/Principal Planner

Richard J. Malone
Office Accounts Coordinator

Angela M. Pierce
Natural Resources Planner II

Brenda L. Rehberg
Administrative Assistant

Brandon G. Robinson
Community Assistance Planner III

Joshua W. Schedler
GIS Specialist

James J. Van Laanen
Transportation Planner III

Ker Vang
Community Planner