

MINUTES
of the Madison Area Transportation Planning Board (MPO) –
Capital Area Regional Planning Commission Workgroup

January 23, 2018

City-County Building, Conference Room 103A
210 Martin Luther King Jr. Blvd., Madison WI

7:00 p.m.

Committee Members Present: Ken Golden, Larry Palm, Bruce Stravinski, Ed Minihan, Lauren Cnare, Al Matano (arrived during item #6)

Committee Members Absent: None

Staff Present: Bill Schaefer, Steve Steinhoff, Linda Firestone

Others Present: Jim Kuehn and Diane Paoni (WisDOT), Forbes McIntosh

1. Roll Call

Palm called the meeting to order at 7:00 pm. Quorum was established.

2. Approval of November 7, 2017 Meeting Minutes

Moved by Cnare, seconded by Stravinski, to approve the minutes. Motion carried with Golden abstaining.

3. Public Comment

None.

4. Presentation on MPOs and RPCs in WI and Potential Structures for Dane Co

Schaefer reviewed the structures of MPOs in Wisconsin that are RPCs or are staffed by RPCs. He referenced the diagram of the East Central WI RPC, which is the MPO for Appleton and Oshkosh and staffs the Fond du Lac MPO. Schaefer asked Kuehn if there was an RPC Transportation Committee that the MPO Policy and Technical Advisory Committees reported to and Kuehn said yes. He said the technical committee has a WisDOT Region liaison and there is a WisDOT representative on the policy committee because they are a TMA (MPO with over 200,000 population) subject to the state and transit agency representation requirements. He further clarified that the MPO policy committee approves the Regional Transportation Plan and Transportation Improvement Program, while the RPC approves these along with budget. Palm asked who prepared the RPC/MPO map, and Schaefer said WisDOT. Palm noted the need to define the region given the number of regional entities with different boundaries.

Schaefer reviewed the three main options if the MPO and CARPC were merged. Option 1 is a merger of only the staff. The big issue with this is who pays the local share funding for the MPO's budget. Schaefer said even a staff merger would require going through the MPO redesignation process. Palm said that any option pursued would require substantial public support. Under Option 2, CARPC becomes the MPO. This would require changes to the commission membership since MPOs must have a WisDOT and transit agency representative. Golden asked about the impact on non-elected members of a policy board merger. Paoni said any non-elected official would need to be a member of a local transportation committee based on the federal interpretation of the law. A transit manager or public works director would also be eligible. Under Option 3, CARPC becomes the MPO, but with a separate MPO policy committee. He said this was most likely if there was a complete merger. It was clarified that the MPO planning area could be modified to include the whole county, but that would affect the composition of the policy board. There was discussion of efforts to include surrounding counties. Options 2 and 3 would require going through CARPC as well as MPO redesignation process.

There was discussion about the options. Palm suggested eliminating Option 2 from consideration. Others agreed that was least workable. Minihan noted that funding was a real barrier given lack of support from County Executive. Palm commented that a full merger was probably a decade long effort. Golden commented that dual board appointments could accomplish integration. Palm noted that Option 1 would still require a joint committee to make operational decisions. Golden said that could be done by a joint executive committee and wouldn't be difficult. Stravinski said it made sense to move in steps starting potentially with co-location. Palm commented that the bodies must decide on the ultimate goal of these discussions as that influences the set of actions that follow. Minihan noted the excellent staff at the city and county levels. He said the goal is coordinated engagement. Golden mentioned city-county coordination on acquisition of open space for

Cherokee Marsh as a good example. Discussion ensued about USA policies and competition between communities. Cnare commented that AGMV was key as a vehicle for bringing entities together. There was further discussion about how to get buy in on AGMV. Golden said he'd like to see the MPO Board more involved in bringing up transportation issues related to USA amendment approvals and CARPC more involved in raising land use issues associated with approval of funding for projects through the TIP by the MPO.

5. Review and Discussion Regarding Issues Associated with Potential Merger of the MPO and CARPC

Discussion on item deferred though some issues covered under item 4.

6. Review and Discussion Regarding Options for Better Integrating Regional Land Use and Transportation Planning Prior to or Without Merger of the MPO and CARPC

Discussion focused on the issue of staff co-location. There was consensus that this was something to investigate further. Schaefer mentioned there were significant IT issues associated with staff co-locating. It would make sense for staff to be on the same IT network if they were co-located. He said this would probably mean CARPC staff being supported by the city's IT network. Golden expressed concern about the vacancy created in the CCB if CARPC moved out. That puts a hole in the county budget. Cnare said realistically January 2020 was the earliest that staff co-location could be done.

7. Discuss Workgroup Timeline and Future Agenda Topics

Workgroup members asked staff to meet with City of Madison and County IT staff to get more information on the issues associated with moving CARPC staff to the city IT network and potential costs and to review that with the workgroup at the next meeting.

8. Schedule Next Workgroup Meeting

The next meeting was scheduled for Monday, March 26 at 7 PM.

9. Adjournment

The meeting was adjourned at 8:35 PM.

Recorded by Bill Schaefer and Steve Steinhoff