

## MEETING ANNOUNCEMENT

Joint Madison Area Transportation Planning Board (MPO) - Capital Area Regional Planning  
Commission Workgroup

MATPB (MPO) Office Conference Room  
121 S. Pinckney Street, Suite 400

September 20, 2018

6:30 p.m.

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### AGENDA

1. Roll Call
2. Public Comment (for items *not* on Agenda)
3. Approval of January 23, 2018 Workgroup Meeting Minutes
4. Approval of April 30, 2018 Workgroup Meeting Minutes
5. Update on Efforts to Investigate Potential Co-Location of MATPB and CARPC Staff
6. Review of Draft Workgroup Report
7. Discuss Engagement of Local Officials in Workgroup Efforts
8. Discuss Timeline and Next Steps
9. Schedule Next Workgroup Meeting
10. Adjournment

**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

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

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

**April 30, 2018** **7:00 p.m.**

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Committee Members Present: Larry Palm, Bruce Stravinski, Lauren Cnare  
Committee Members Absent: Ken Golden, Ed Minihan, former member Al Matano to be replaced  
Staff Present: Bill Schaefer, Steve Steinhoff, Linda Firestone  
Others Present: Caryl Terrell

**1. Roll Call**

Palm called the meeting to order at 7:05 pm. Quorum was established.

**2. Public Comment**

None.

**3. Update on Efforts to Investigate Potential Co-Location of MPO and CARPC Staff**

Schaefer reviewed the status of conversations with City IT about options for transferring CARPC from County to City IT. There was some discussion about issues related to equipment, remote access and estimates received from the City for one-time transition costs. Palm and Stravinski commented that perhaps the City might share in some of the costs that are directly related to the staff colocation.

Schaefer provided an update on potential shared office space locations. The main option under consideration currently is for CARPC staff to move into space opening up on the same floor with MPO offices at 121 S. Pinckney. Other options will also be explored.

Committee members raised the question of how important staff colocation is to the larger goals of planning and policy integration. Given the costs, the benefits need to be more clearly articulated. There was agreement that colocation should be further explored to provide more details about costs and benefits, including financial, operational, and political.

**4. Continue Discussion Regarding Potential Merger of the MPO and CAPRC in the Long Term**

Work Group members reviewed the SWOT analysis of merger provided by staff and also discussed at the previous meeting; and discussed merger issues. Members agreed that intergovernmental agreements could be a more feasible method for achieving much of the desired regional land use and transportation policy, planning, and operations integration, without the significant obstacles associated with legal merger of the organizations. Schaefer and Steinhoff will explore the potential of intergovernmental agreements further. Schaefer commented that the MPO and CARPC could “brand” themselves as “partner” agencies.

**5. Continued Discussion Regarding Short and Medium Term Methods for Better Integrating Regional Land Use and Transportation Planning Prior to or Without Merger of the MPO and CARPC**

Work Group members reviewed and discussed a list of options for increasing integration provided by staff and also discussed at the previous meeting. Members agreed that the list should serve as the starting point for the Work Group report to the MPO and CARPC, and requested that staff use the options to prepare such a report for consideration at the next meeting.

**6. Discuss Workgroup Timeline and Future Agenda Topics**

Members identified a general Fall report timeline, with a draft report to be discussed at the next meeting.

**8. Schedule Next Workgroup Meeting**

The next meeting will be scheduled for late June or early July.

**9. Adjournment**

Cnare moved, Stravinsky seconded, to adjourn. Motion carried.

The meeting was adjourned at 8:29 PM.

Recorded by Steve Steinhoff

## Investigation of MPO and CARPC Office Colocation

Joint Work Group members identified colocation of staff from both agencies as a positive short-term action that could lay the groundwork for further integration of regional planning functions. They requested that staff articulate the benefits and explore and pursue this option.

### Potential benefits

- Increased staff interaction and resulting familiarity and understanding of each other's work facilitates greater collaboration and greater potential for joint planning activities.
- Greater sense of identity of being part of more integrated regional planning effort with greater capacity for integrated planning.
- Communicates message externally of the importance of integrated regional planning and the agencies being partner planning agencies; Combined with branding/messaging, potentially raises the profile of both agencies.
- Increased capacity to collaborate with other regional entities.

### Potential costs

- Transfer to City IT services, one-time - \$25,000 (CARPC)
- Transfer to City IT services, ongoing - \$20,000 (CARPC)  
[Note: CARPC currently pays \$21,000 to Dane County so this would actually result in a small net savings in ongoing costs.]
- Moving costs for each agency (assuming new location) - \$5,000 to \$6,000
- Office Furniture – TBD

**Current Status** – Staff from City of Madison Real Estate Services has been assisting in exploring joint office location options. Up until now, the two options being considered have been (a) CARPC staff sharing the 4<sup>th</sup> floor with MPO at MPO's current location at 121 S. Pinckney through tearing out a wall separating two suites and other remodeling, and (b) MPO and CARPC moving to the 9<sup>th</sup> floor of the 30 W. Mifflin office building where some city agency staff have been located while the MMB is being renovated.

At this point it is looking like additional locations will need to be explored. The space at 121 S. Pinckney Street is probably not quite big enough to suit the needs of CARPC staff and also would not leave any room for potential future growth in staff, even if limited time through a grant. The owner of the 30 W. Mifflin office building has not responded to an offer by the city requesting some modifications to the 9<sup>th</sup> floor space. The owner has been considering redevelopment of the property with a new building, and that raises concerns about the viability of the location for MPO and CARPC staff long term. If we do not hear back soon regarding the 30 W. Mifflin office building location, staff will begin exploring other options.

MPO staff is planning to include moving costs in its 2019 budget as it looks like that is the most likely scenario with the only question being timing.

## Draft Report of Joint CARPC-MPO Work Group

### Methods for Interagency Coordination and Engagement for Integrated Regional Planning

#### **Background**

The Capital Area Regional Planning Commission (CARPC) and the Madison Area Transportation Planning Board (MPO) adopted resolutions in May and June 2017 respectively establishing a joint work group to explore options, and prepare a report outlining ideas for achieving more integrated regional land use and transportation planning. The work group met four times in 2017 and 2018 and developed this report for consideration.

#### **Charge to Work Group from Resolution**

Provide a report detailing short-term, mid-term, and long-term methods for the two agencies to coordinate and engage to establish regional planning that considers land use, environmental and transportation issues as a whole.

#### **Overall Goal**

Regional planning that considers land use, environmental and transportation issues as a whole.

#### **Strategy**

The work group charge states that the agencies should coordinate and engage. These strategies involve both planning and administration and governance. Joint or more integrated planning addresses land use, environment and transportation as inter-related functions. It involves sharing data, performance measures and planning tools to increase regional capacity to prepare for and respond to planning challenges, and to achieve regional goals.

Joint or shared administration and governance aligns staff, advisory committees, and policy bodies around shared goals and objectives. This facilitates integrated planning and increases the visibility of the two regional planning bodies. Joint or shared administration and governance fosters greater recognition of the two regional agencies as valued resources for objective planning, data, analysis, and policy recommendations. It also increases the agencies' capacity to partner with other regional entities.

#### **Methods**

This report presents current, short-, medium-, and long-term methods for interagency coordination and engagement.

Cost implications are noted below as follows:

\$ - within current budgets

\$\$ - additional costs that could be born within current budget frameworks (potentially requiring budget amendments)

\$\$\$ - requires additional revenue sources beyond what can be born within current budget frameworks (increase in current funding sources; additional funding sources)

**Current**

**Planning**

1. Coordinate in developing and use of common data and tools – population, employment and land demand projections; future planned land use data and maps; modeling tools (scenario) - \$
2. CARPC staff involvement in MPO effort to create multi-year strategic plan for improving its planning tools - \$
3. MPO staff involvement in CARPC effort to create growth scenarios for A Greater Madison Vision, including development of the transportation scenarios for the growth scenarios - \$
4. Joint use of small amount of Wisconsin Dept. of Transportation (WisDOT) funding to support collaborative land use and transportation planning efforts (e.g. reviews of urban service area amendments) - \$
5. Adoption by CARPC of Regional Transportation Plan 2050 goals and policies - \$
6. MPO effort to ensure Regional Transportation Plan 2050 goals and policies consistent with CARPC Regional Land Use Plan - \$
7. MPO integration of Capital Region Sustainable Communities framework into Regional Transportation Plan - \$

**Administration/Governance**

8. Ad hoc sharing of commission/MPO board members - \$
9. Creation of Joint MPO-CARPC Work Group - \$
10. Joint representation of CARPC and MPO on A Greater Madison Vision - \$

**Short-term (1-2 years)**

**Planning**

11. Office co-location of staff, but with no change in staffing (see details below) - \$\$
12. Align planning cycles of long-range land use and transportation plans to enable integrated land use, environmental and transportation planning - \$
13. Joint review of, and comment on each other's work programs - \$
14. Joint CARPC and MPO staff meetings to discuss, provide updates on planning activities and other relevant issues (as needed but approximately quarterly) - \$
15. Joint planning studies or projects as needed. Example ideas include providing local planning assistance; study of flood-prone areas; and study to develop recommendations for planning and policies related to connected autonomous vehicles and other emerging technologies - \$ to \$\$\$

**Administration/Governance**

16. Establish goals for sharing of commission/board members (e.g. giving appointment preference to existing members of the other board/commission) - \$
17. Joint adoption of plans and/or plan goals and policies as framework - \$
18. Institutionalize Joint MPO-CARPC Work Group as policy committee to implement recommendations of the ad hoc work group - \$\$
19. Joint MPO board/commission meetings as needed to review and discuss joint projects and plans/projects/issues of interest to both agencies - \$\$
20. Joint technical, citizen and/or ad hoc advisory committees as needed - \$



21. Joint staffing of A Greater Madison Vision committees as need arises - \$\$
22. Joint branding and messaging as partner agencies - \$\$ or \$\$\$
23. Coordinated strategic planning to promote compatibility of each organization's vision, mission, goals and objectives, and strategies to achieve them - \$

***Medium-term (3-5 years)***

**Planning**

24. Joint land use, environmental and transportation planning process and plan updates - \$\$
25. Continued joint planning projects - \$ to \$\$\$
26. Joint staffing of A Greater Madison Vision committees under contract with AGMV - \$\$ or \$\$\$
27. Closer collaboration with other regional entities (Madison Region Economic Partnership, Madison Metro Sewerage District, Dane County Parks and Open Space Planning) - \$
28. Collaboration with staff in governments outside of Dane County - \$\$

**Administration/Governance**

29. Identify and define options for joint/shared administrative and governance functions - \$
30. Office colocation with potentially some shared staff as opportunities arise - \$\$
31. Collaborations with governmental bodies outside of Dane County - \$\$ or \$\$\$
32. Agreements with A Greater Madison Vision regarding governance - \$\$ or \$\$\$

***Long-term (6+ years)***

**Planning**

33. Institutionalized collaboration with other regional entities - \$\$ or \$\$\$

**Administration/Governance**

34. Merging of MPO staff into CARPC but maintenance of separate MPO board and brand. In this scenario, MPO staff could take employment direction from CARPC, MPO board, or Executive Committee of the two boards. Same options exist with respect to MPO budget. - \$\$\$
35. Hire CARPC Executive Director - \$\$\$
36. RPC that extends beyond Dane County (multi-county or Dane plus portions of other counties) - \$\$\$
37. Potential complete merger of MPO into CARPC with one board and brand governing entire agency, but separate MPO policy committee - \$\$\$
38. Creation of a multi-county RPC with additional staffing - \$\$\$

**Implementation**

This report outlines various planning and administrative/governance options for achieving a more complete integration of the land use, environmental, and transportation planning activities of the two agencies. The options have been categorized as short-, medium-, and long-term. It is suggested that an incremental approach be taken to consideration and implementation of the potential planning integration actions. A commitment should be made first to implementing the potential short-term actions starting with incorporation of them into the agencies' work programs. Experience with and outcomes from these short-term actions,

and other external factors, will determine which medium-term actions are pursued. Potential long-term actions addressing the administrative and governance structures of the two agencies will require extensive discussions with county and local government leaders and officials. If ultimately pursued, they would require new CARPC and MPO agreements be approved. Implementation will depend upon the outcome of these discussions and the experience with the short- and medium-term actions.

**ATTACHMENT 1 – CARPC and MATPB Resolutions**

**Resolution CARPC No. 2017-09**

**Creating a Joint Madison Area Transportation Planning Board (MATPB) – Capital Area Regional Planning Commission (CARPC) Coordinating Workgroup**

WHEREAS, the Madison Area Transportation Planning Board and Capital Area Regional Planning Commission jointly met on March 30, 2017, to learn more about each other’s plans and projects, and discuss how the two agencies can work more cooperatively to engage in community planning, and

WHEREAS, the Madison Area Transportation Planning Board was created through an intergovernmental agreement on May 2, 2007, to assume the responsibilities to conduct transportation planning and programming for the metropolitan area, and

WHEREAS, the Capital Area Regional Planning Commission was created on May 2, 2007, by Executive Order of Wisconsin Governor James Doyle to plan on a collaborative, proactive and long-term basis for our urban growth with protection of our vital water resources, and

WHEREAS, the Dane County Regional Planning Commission was formed in 1968 with three main divisions: regional and community development, environmental and natural resources, and transportation. As such, the Dane County Regional Planning Commission was the federally-designated area-wide transportation planning policy body, called the metropolitan planning organization (MPO), and

WHEREAS, in 1999 thirty-two local units of government petitioned for the dissolution of the Dane County Regional Planning commission and the Wisconsin Legislature dissolved the Regional Plan Commission effective October 1, 2002.

WHEREAS, in 2000, the metropolitan planning organization (MPO) function was separated from the Dane County Regional Planning Commission and transferred to the Madison Area Transportation Planning Board with staffing provided by the City of Madison.

WHEREAS, in 2001, the Wisconsin Legislature pushed back the date of dissolution to October 1, 2004, and

WHEREAS after a lawsuit and temporary restraining order, the Dane County Regional Planning Commission was ultimately dissolved on October 1, 2004 by Governor Scott McCallum, and

WHEREAS, the planning functions of the former Regional Planning Commission were carried out as the Community Analysis and Planning Division of the Dane County Department of Planning and Development until in 2007 it was transferred to the newly created Capital Area Regional Planning Commission, and

WHEREAS, regional planning is optimal when land use, environmental, and transportation issues are considered as a whole and that there are benefits for stronger engagement between the staff and boards of the Madison Area Transportation Planning Board and the Capital Area Regional Planning Commission, and

WHEREAS, at the March 30, 2017, joint meeting members expressed a strong desire to begin a process to coordinate between the agencies,

NOW THEREFORE BE IT RESOLVED, that a joint “MATPB-CARPC Coordinating Workgroup” be established to provide a report detailing short-term, mid-term, and long-term methods for the two agencies to coordinate and engage,

NOW THEREFORE BE IT FUTHER RESOLVED, that the Chair of the Madison Area Transportation Planning Board will appoint up to three members from the Board and the Executive Chair of the Capital Area Regional Planning Commission will appoint up to three members from the Commission,

NOW THEREFORE BE IT FINALLY RESOLVED, that the Workgroup will produce said report within six months of the initial Workgroup meeting and the report will be reviewed at a future joint meeting of the Madison Area Transportation Planning Board and Capital Area Regional Planning Commission.

May 11, 2017  
Date Adopted

\_\_\_\_\_  
Larry Palm, Chairperson

\_\_\_\_\_  
Kris Hampton, Secretary

**Resolution TPB No. 129**

**Creating a Joint Madison Area Transportation Planning Board (MATPB) – Capital Area Regional Planning Commission (CARPC) Coordinating Workgroup**

WHEREAS, the Madison Area Transportation Planning Board (MATPB) – A Metropolitan Planning Organization (MPO), and the Capital Area Regional Planning Commission (CARPC) jointly met on March 30, 2017, to learn more about each agency's plans and projects, and discuss how the two agencies can work more cooperatively to engage in regional and local planning; and

WHEREAS, the MATPB was created through an intergovernmental agreement on May 2, 2007, redesignating the MPO for the Madison metropolitan area in accordance with federal law, with the MATPB assuming responsibilities to conduct transportation planning and programming for the metropolitan area from the previous MPO, the Madison Area MPO, following the MPO's reorganization; and

WHEREAS, the Madison Area MPO had assumed metropolitan area transportation planning and programming responsibilities from the Dane County Regional Planning Commission (DCRPC) in 1999, with staffing provided by the City of Madison, as part of a prior redesignation of the MPO; and

WHEREAS, the Madison metropolitan planning area within which the MATPB has official jurisdiction and the federal transportation planning rules apply, consists of 415 square miles (not including lakes) or about 36% of the county's land area and includes a 2010 Census population of over 435,000 or 89% of the county's total; and

WHEREAS, the Capital Area Regional Planning Commission was created on May 2, 2007, by Executive Order of Governor James Doyle to plan on a collaborative, proactive and long-term basis for the county's urban growth to ensure protection of our vital water resources; and

WHEREAS, the DCRPC was formed in 1968 with three main divisions: regional and community development, environmental and natural resources, and transportation. As such, the DCRPC was the MPO, the federally designated area-wide transportation planning policy body, until the aforementioned redesignation of the MPO in 1999; and

WHEREAS, in 1999 thirty-two local units of government petitioned for the dissolution of the DCRPC and the Wisconsin Legislature dissolved the commission effective October 1, 2002; and

WHEREAS, in 2001, the Wisconsin Legislature pushed back the date of dissolution to October 1, 2004; and

WHEREAS after a lawsuit and temporary restraining order, the DCRPC was ultimately dissolved on October 1, 2004 by Governor Scott McCallum; and

WHEREAS, the planning functions of the former RPC were carried out by the Community Analysis and Planning Division of the Dane County Department of Planning and Development until 2007 when they were transferred to the newly created CARPC; and

WHEREAS, the MPO and RPC have continued efforts to coordinate regional land use and transportation planning to the extent possible through mechanisms such as using the same county and urban service area (USA) growth projections, MPO transportation analysis of USA amendment applications, working together on the Sustainable Communities project, and other joint projects such as the Regional Values Survey, and creation of the Active Living Index; and

WHEREAS, regional planning is optimal when land use, environmental, and transportation issues are considered together as a whole; and

WHEREAS there are benefits to stronger engagement and more collaboration between the staff and boards of the MATPB and CARPC; and

WHEREAS, at the March 30, 2017, joint meeting members expressed a strong desire to begin a process to more closely coordinate between the agencies, particularly at a policy board level:

NOW THEREFORE BE IT RESOLVED, that a joint “MATPB-CARPC Coordinating Workgroup” be established to provide a report detailing short-term, mid-term, and long-term methods for the two agencies to coordinate and engage;

NOW THEREFORE BE IT FUTHER RESOLVED, that the MATPB Chair will appoint up to three members from the MATPB and the CARPC Executive Chair will appoint up to three members from CARPC;

NOW THEREFORE BE IT FINALLY RESOLVED, that the Workgroup will produce said report within six months of the initial Workgroup meeting and the report will be reviewed at a future joint meeting of the MATPB and CARPC.

\_June 7, 2017 \_\_\_\_\_  
Date Adopted

\_\_\_\_\_  
Al Matano, Chair  
Madison Area Transportation Planning Board

## ATTACHMENT 2 - Work Group Meeting Summaries

November 11, 2017

- Background information
- Open discussion

January 23, 2018

- Reviewed and discussed existing Wisconsin MPO-RPC structures and potential structures for Dane County
- Reviewed and discussed range of options for land use and transportation planning integration; with focus on staff collocation option, including a request of staff to gather more information regarding collocation
- Materials: merger SWOT Analysis; Wisconsin MPOs and RPC Structures; List of Options for Increasing Planning Integration

April 30, 2018

- Reviewed and discussed MPO and CARPC staff collocation options and costs; with request for clearer articulation of benefits
- Discussion on potential merger with agreement that intergovernmental agreements could be a more feasible method for achieving much of the desired regional land use and transportation policy and operations integration
- Discussion on short and medium term methods for better planning integration prior to, or without, merger; agreement that the list should serve as starting point for next discussion and request of staff to prepare a report for consideration at next meeting

September 20, 2018

- Reviewed status of efforts to find suitable location for collocation of staff and list of benefits and costs, including moving CARPC staff to city IT network
- Reviewed and discussed draft Work Group report with listing of current, short-term, medium-term, and long-term methods for interagency coordination and engagement
- Discussed methods for soliciting feedback from local officials on the issue generally and the draft report

### **ATTACHMENT 3 – MATPB-CARPC Merger SWOT Analysis (12/20/17)**

#### Strengths

- Better integration of regional land use/transportation policy and planning, including data collection to support those efforts
- Makes hiring of CARPC Executive Director more financially viable and fiscally responsible because of additional transportation planning funds and cost efficiencies
- Potentially improves perception of MPO as being objective and not biased in favor of City of Madison
- Potentially improves the visibility and strength of the merged organization as the single regional planning entity
- Greater ability in the long term to again combine the regional land use and transportation plans – much more effective to plan together since transportation is so dependent upon land use

#### Weaknesses

- Potential negative affect on integration of City of Madison and MPO planning efforts with Madison being where many of the most important transportation issues are centered – MPO has close working relationships with City Traffic Engineering as well as Planning staff
- MPO currently benefits from some free city services (see 1<sup>st</sup> bullet under Opportunities below)
- May involve costs associated with separating some CARPC operations from county systems (GIS/land information, IT services, facilities)
- Complicates budgeting/accounting because of need to separate out MPO and non-MPO costs since federal/state transportation planning funds cannot be used for non-MPO planning activities

#### Opportunities

- Cost efficiencies in some cases in sharing administrative and other support staff, office space, equipment, website, accounting and IT support, etc.
  - On the other hand, MATPB currently benefits from free city IT, legal, HR, etc support, but that also hinders flexibility in some cases such as website/social media. CARPC benefits from access to county
- CARPC benefits from ability to use MPO funding for some transportation related land use/environmental planning activities
- AGMV effort creates opportunity to demonstrate the value of a completely unified land use and transportation planning
- Increased potential of AGMV to provide leadership support for transportation goals, policies, and investments
- Potential for CARPC to reexamine, expand upon regional planning activities to new areas in conjunction with merger
- Potential to provide more robust suite of planning services to local communities



## Threats

- Difference in the official planning area boundaries of the two agencies
  - Creates mismatch between CARPC policy board structure and MPO planning area; MPO Policy Board membership is currently proportional to population for local government appointees
  - MPO could increase its planning boundary to county limits, but funding for MPO and eligibility for MPO funding of projects is based on urbanized area boundary, not planning boundary
- Requires going through MPO re-designation process, which requires City of Madison and other local governments making up 75% of planning area population to pass resolutions of support
- Probably requires county to fund the local share of the MPO budget; County Executive has not been supportive of increased funding for CARPC. Budget potentially impacted by RPC levy limit
  - MPO local match could potentially be covered by combination of county and local governments, but would be difficult to get agreement on and to administer. Some MPOs (Green Bay) require financial contribution by local communities in order to have representative on policy board, but each community has at least one representative which makes the board size unwieldy.
  - CARPC policies limit county levy charge to 0.0017% of the total Equalized Assessed Value of the county. The MPO's current local match, if added to the county levy, would exceed this policy limit. Exceeding this limit, under CARPC bylaws, would require approval by CARPC's Budget and Personnel Panel (four appointing authorities plus CARPC Chair as non-voting member). The 0.0017% levy charge cap was also included in the resolutions adopted by local units of government petitioning the Governor to establish CARPC.
- Political obstacles to stronger regional planning; Madison vs other communities' politics, which could affect support for merged, stronger regional planning agency
- Potentially opens CARPC to political opposition that sees reorganization as chance to promote dissolution or to weaken organization
- Staff impacts and costs – is MPO staff transferred to CARPC? Who pays for MPO staff accrued vacation, sick leave? Must address differences in job classifications, salary, insurance, etc. Presumably with MPO staff merged into CARPC, all staff would follow county personnel rules and policies (e.g., job classifications, salary, benefits) and utilize county insurance.
- Likely requires going through CARPC re-designation process, which requires communities representing over 50 percent of the population and equalized assessed valuation of the region to pass resolutions and State approval/re-designation