Dane County Regional Planning Commission

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January 23, 1996

TO: Madison Transportation Commission

FROM: Thomas Favour, Executive Director

RE: Madison Transportation Organizational Structure

Your agenda materials included a memo from your staff directors dated January 18, 1996, regarding the Madison Transportation Organizational Structure. As part of the Staff/ Administrative Recommendations, they recommend shifting transportation planning FTA Section 9 funding from the RPC to the Planning Unit. It notes that this, together with other funding, would allow the City to develop a long-range transportation planning function.

This shift of FTA Section 9 funding from the RPC would have serious impact upon the RPC transportation budget. This represents about 5 percent of the total RPC staff budget. It is allocated to provide partial support to seven RPC work elements during 1996. It provides partial support for: multimodal systemwide planning; short-range transit planning; elderly/disabled; the transportation improvement program; and updating the land use/transportation plan to 2020. Loss of these funds to the RPC for 1996 would have a major adverse impact on our MPO efforts to update the land use and transportation plans. And the loss of these funds in future years would have a serious impact on the transportation planning we perform on behalf of the City and metropolitan area.

There may be opportunity to direct other Section 9 FTA funding to the City to provide some supplemental transportation planning. City staff could assist with MPO planning and could provide supplemental detailing of plans for Madison's neighborhoods and travel corridors. It should be realized that transportation planners (with salary, benefits, and support costs) will cost $50,000 to $60,000 per person.

The 1996 *Unified Planning Work Program* report includes a copy of the three-party cooperative agreement for continuing transportation planning for the Madison urbanized area (Attachment 4). This agreement, between WISDOT/DCRPC/City of Madison, details the respective planning responsibilities for the MPO, for the state, and for the City of Madison (as the transit operator). It also distinguishes planning activities for long-range planning, mid-range (3-5 year) planning, and short-range operational planning. A review of the agreement might be useful to you as you consider transportation planning activities.

An October 17, 1995, memo for the same agenda item notes the RPC "performs MPO functions for the City and apart from data seems to do very little for the City." The City Transportation Commission has participated in preparing the *Transportation Improvement Program* (TIP) during

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each of the last few years. Perhaps the Transportation Commission is not recalling that the TIP is prepared based on the long-range *Regional Transportation Plan* and the *Regional Development Guide* (for land use). (The Vision 2020 planning is intended to update the land use and transportation plans for the metropolitan area and the county.) In addition, the *Transit Development Program* and the *Bicycle Transportation Plan* reports provide a basis for programming projects. The *Transportation Improvement Program* programs about $100 million dollars of transportation improvements per year (federal, state and local) for the metropolitan area and the county. About half are federal roadway or transit funds, which are able to be received because of the MPO planning activities conducted by the Dane County Regional Planning Commission.

The Dane County Regional Planning Commission wants to continue the MPO planning and programming activities for this metropolitan area. The RPC activities are organized to meet the federal and state transportation planning rules and regulations in a manner to facilitate their funding of improvement projects. We are anxious that the City not shift transportation planning funds away from the RPC in a manner that might lessen coordinated transportation planning for this region.

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