

**CITY OF MADISON
OFFICE OF THE CITY ATTORNEY
Room 401, CCB
266-4511**

Date: September 22, 2016

MEMORANDUM

TO: Transportation Ordinance Review Committee

FROM: John W. Strange, Assistant City Attorney

RE: Draft Transportation Board/Commission Structure

At its July meeting, the Transportation Ordinance Review Committee (TORC) requested that I make certain revisions to the draft Statement of Purpose and develop a Board/Commission/Committee structure that represents the need for a cohesive long-term transportation policy and planning body.

Attached to this memo are three documents.

1. Chart showing a structure with three bodies: The Transportation Policy and Planning Board (TPPB), The Transit and Parking Commission (TPC), and the Pedestrian, Bicycle, and Motor Vehicle Commission (PBMVC). Under this structure, policy and planning would be handled by the TPPB and project or issue specific decisions regarding the implementation of those policies and plans would be handled by the commissions.
2. Draft ordinances that create a TPPB, TPC, and PBMVC and detail each body's purpose, composition, powers, and duties.
3. Chart showing a potential alternative structure that would include two bodies instead of three: the TPPB and a Transportation Commission. Under this structure, policy and planning would be handled by the TPPB and decisions regarding the implementation of those policies and plans would be handled by the TC. This structure further streamlines the commission structure by combining the TPC and PBMVC into one commission. Should TORC like this two-committee structure, the draft ordinances can be easily modified.

The primary goal of these organizational structures is to focus policy and planning decisions in the TPPB and project-specific policy and plan implementation decisions in the commissions. The secondary goal is to incorporate the other existing committees (e.g., Long Range Transportation Planning, Contract Services Oversight Committee, etc.) contained in MGO 3.14 into the appropriate newly created body, thus significantly streamlining the current transportation-related committee/commission organizational structure. Finally, initial efforts have been made to simplify the language and format of the existing ordinance so that any resulting ordinances are clear, concise,

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and easy to understand. Certainly, more work is needed if TORC decides these ordinances are headed in the right direction.

Note, as requested by TORC, these documents do not yet address the issue of whether to have a Department of Transportation or Director of Transportation. TORC wanted to address the committee/commission structure first before further discussing those issues.