

APPENDIX E: MPO COMPOSITION AND HISTORY

Introduction

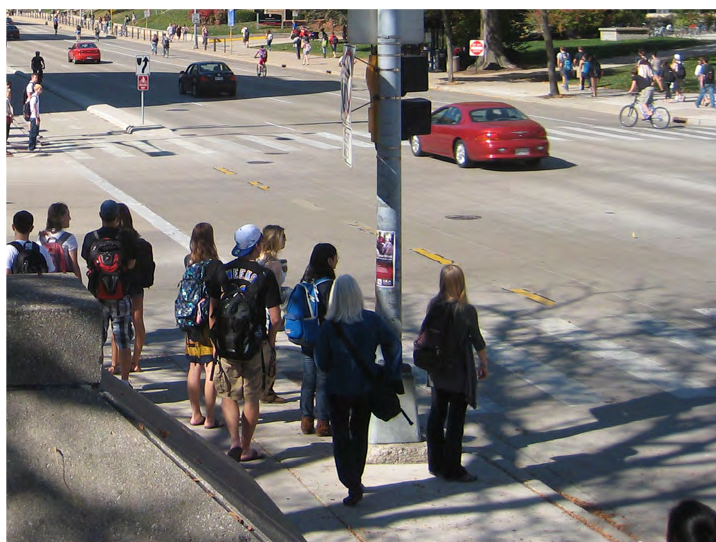
As the designated Metropolitan Planning Organization (MPO), the Madison Area Transportation Planning Board (MATPB) is the policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Planning Area as designated by the Governor of the State of Wisconsin under federal law and regulations. MPOs are required by federal law and regulations in all urban areas of 50,000 or more in population as a condition of spending federal highway and transit funds. The goal of the MPO planning process is to build regional agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support the region's land use, economic, and environmental goals and plans.



MATPB was created through an agreement between the Governor, City of Madison, and other municipalities in the Madison Urban Area making up over 80% of the population. The agreement, which became effective May 2, 2007, redesignated the MPO for the Madison Urban Area. MATPB assumed the responsibility to conduct transportation planning and programming for the Madison Metropolitan Area from the previous MPO, the Madison Area MPO, following the MPO's reorganization that restructured the MPO Policy Board. MPOs have served the Madison area since 1973.

Madison Metropolitan Planning Area

The Madison Metropolitan Planning Area consists of the City of Madison and the Madison Urban Area, including all or portions of 34 cities, villages, and towns that are likely to become urbanized within the next 25-year planning period. In addition to areas

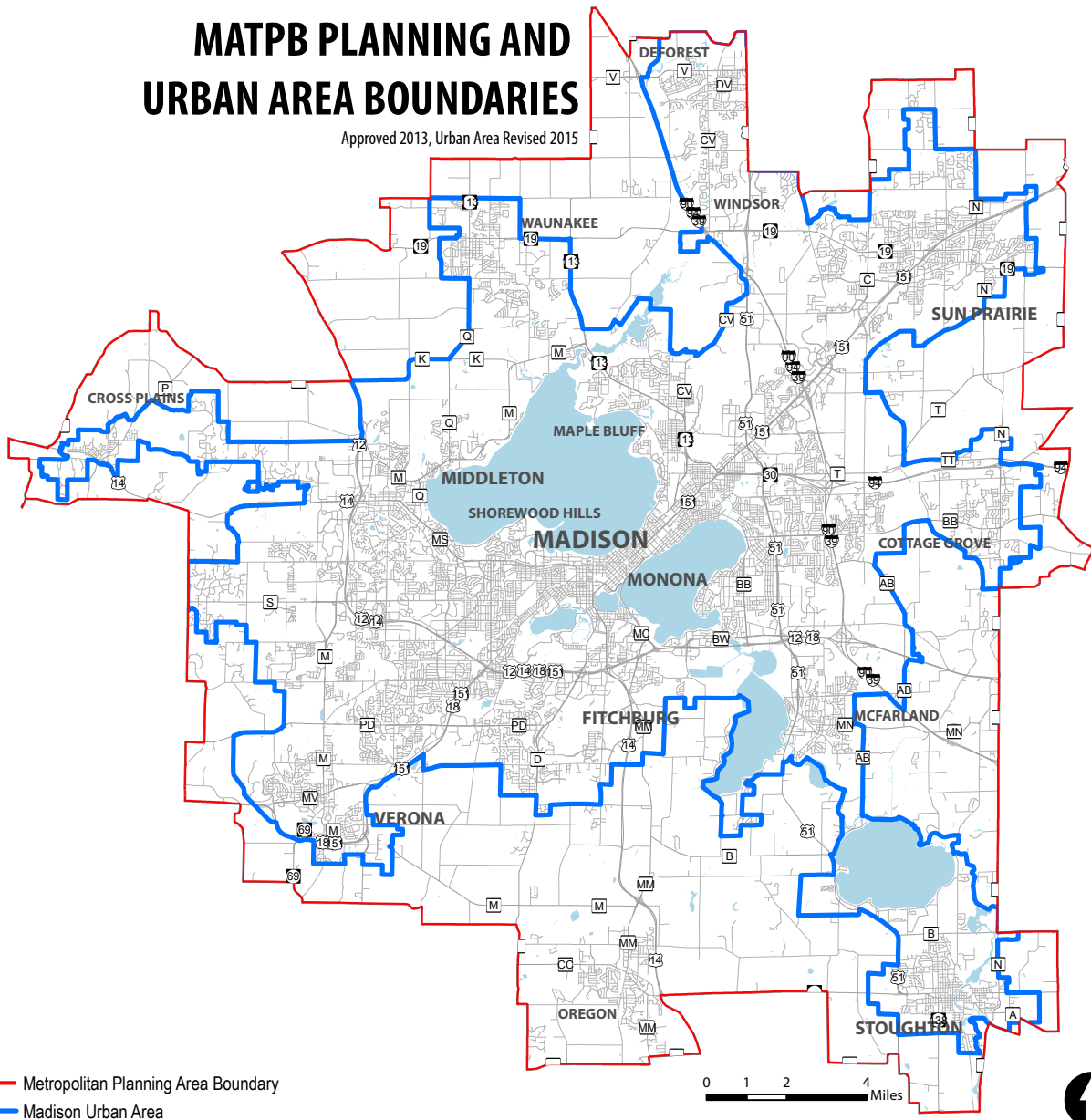


likely to become urbanized, the planning boundary also includes other areas that are important from a transportation perspective such as corridors where potential roadway improvements are located that may have significant impacts on regional travel patterns. The planning area covers approximately 416 square miles (excluding the lakes). The 2000 Census population within the planning area was 350,247, 82% of the countywide total of 426,526. The 2010 Census population for this same area was 401,810, 82% of the countywide total of 488,073.

Within the Madison Metropolitan Planning Area lies the Madison Urban Area. The urban area is based on the urbanized area defined by the U.S. Census

MATPB PLANNING AND URBAN AREA BOUNDARIES

Approved 2013, Urban Area Revised 2015



Bureau based primarily on population density. Following the delineation of the urbanized areas after each decennial Census, MPOs, in cooperation with State and local officials, make any needed adjustments to the urbanized area (e.g., to maintain continuity of peripheral transportation routes) and set new planning area boundaries. The new urban area and planning area boundaries must then be approved by the State and the Federal Highway Administration. The Madison Metropolitan Planning Area Boundaries were last updated and federally approved in 2013 and the Madison Urban Area Boundaries were last updated and federally approved in 2013 with a revision approved in 2015.

While the application of the federal metropolitan planning and programming requirements only applies to the Metropolitan Planning Area, the MPO accounts for commuting patterns in a larger multi-county region.

Governance Structure

MATPB is governed by a 14-member Policy Board appointed by the local units of government within the Metropolitan Planning Area, Dane County, Metro Transit, and the Wisconsin Department of Transportation (WisDOT). The City of Madison Mayor

appoints six members, the Dane County Executive appoints three members, the mayors and presidents of the other cities and villages appoint 3 members, one member is appointed by the towns, and the WisDOT Secretary appoints one member. One of the Madison Mayor's appointments must be a representative of Metro Transit, who can be the General Manager or a member of the city's Transit and Parking Commission. Two-thirds of the local and county appointments must be elected officials. Any non-elected persons must be "officials of public agencies that administer or operate major modes of transportation" in the metro area (e.g., transit manager, member of local land use or transportation commission).

Responsibilities

As the MPO for the Madison Metropolitan Area, MATPB is charged with carrying out a cooperative, continuous, and comprehensive (3C) planning process for setting transportation policy and making transportation investment decisions. To maintain the federally-certified planning process required by U.S. DOT in order to receive federal transportation funding, the MPO must at a minimum produce and maintain three major products:

1. Long-Range Regional Transportation Plan (RTP)

The RTP provides a 20-year perspective of existing and projected transportation system capabilities, needs, and associated objectives, as well as recommended policies and actions to meet these objectives. The RTP serves as a framework for guiding federally-funded transportation planning and investment decision making. It must be updated every five years.

2. Unified Planning Work Program (UPWP)

This document programs federally-funded transportation planning activities to further develop the policies and actions contained in the RTP into concept-level projects and programs. The UPWP allocates funding for both specific planning projects (e.g., corridor studies, strategic plans for public transportation, etc.) and ongoing programmatic activities (e.g., travel demand modeling, transportation planning assistance, etc.). The UPWP is updated annually.

3. Transportation Improvement Program (TIP)

The TIP identifies and schedules specific transportation improvements and programs that will receive federal transportation funding over the next four years. Projects included in the TIP are based on the RTP and typically emerge from recommendations identified in studies and programs in the UPWP and infrastructure needs identified by member agencies. The TIP must be four years and be updated every two years. MATPB prepares a 5-year TIP (with the last year informational) and updates it annually.

In addition to completing these three major products, MATPB also undertakes various other USDOT-mandated activities and programs. Examples include development and implementation of a Public Participation Plan and a Congestion Management Process (CMP). MATPB also provides assistance to local units of government in areas such as travel demand forecasting and bicycle and pedestrian planning.

All MPO activities are responsive to mandates and guidelines including, but not limited to, the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964, and environmental justice considerations.

The framework established in this RTP, the selection of planning activities carried out through the UPWP, the investment decisions programmed in the TIP, and all other activities and programs conducted by the MPO are wholly consistent with the MPO's goals and objectives. These goals and objectives reflect local and regional objectives within the context of the ten major transportation planning factors established by the federal Fixing America's Surface Transportation Act (FAST Act).

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