AGENDA

1. Roll Call
2. Approval of January 5, 2011 Meeting Minutes
3. Communications
4. Public Comment (for items not on MPO Agenda)
5. Consideration of Revisions to Madison Area TPB Rules and Operating Procedures
6. Consideration of Creation of Congestion Management Subcommittee of the MPO’s Technical Coordinating Committee
7. Consideration of Creation of the Madison Area TPB Personnel Committee
8. Consideration of Appointments to the MPO’s Citizen Advisory Committee
9. Presentation on Growth Forecasts and Allocation for the Regional Transportation Plan Update
10. Update on the Dane County Regional Transit Authority (RTA)
11. Update on Potential New Madison Intercity Bus Service and Intercity Bus Parking Issues
12. Update on Capital Region Sustainable Communities Consortium Regional Planning Grant Project
13. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:
   • USH 51 (USH 12/18 to I 90/94/39) Corridor Study
   • USH 51 (McFarland to Stoughton) Corridor Study
14. Discussion of Future Work Items:
   • MPO Congestion Management Process
   • Transit Development Plan (TDP)
   • Regional Transportation Plan Update
15. Announcements and Schedule of Future Meetings
16. Adjournment

Next MPO Meeting:

Wednesday, April 6 at 7 p.m.
Madison Water Utility, 119 E. Olin Ave., Room A-B

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318. Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318.

Por favor avísenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.
1. Roll Call

Members present: Eileen Bruskewitz (arrived at item #5), Joe Chase, Mark Clear, Duane Hinz, Brett Hulsey, Chuck Kamp, Steve King, Jerry Mandli (arrived at item #8), Al Matano, Mark Opitz, Steve Ritt, Chris Schmidt

Members absent: Paul Skidmore, John Vesperman

Staff present: Bill Schaefer, Dan Seidensticker

2. Approval of November 3, 2010 Meeting Minutes

Moved by Clear, seconded by Kamp, to approve the November 3, 2010 meeting minutes. Motion carried.

3. Communications

Schaefer said there were two communications in the packet. The first was an email from the WisDOT SW Region Local Program Manager regarding the MPO’s STP-Urban funding allocation for 2013-2014. The total allocation for the two years is $11.7 million or about $5.86 million per year, which is about $500,000 less than the current allocation of $6.3 million. Schaefer said he reviewed the STP-Urban priority project listings and the reduced funding will not affect the timing of projects in years 2013-2015 based upon current cost estimates. There will just be less funding to carry over to 2016. The second communication was a letter from the Federal Highway Administration (FHWA) approving the MPO’s 2011 Work Program. The MPO received a related letter from WisDOT after the mailing indicating that the FHWA and state funding for the Work Program was approved. The MPO receives approval from the Federal Transit Administration (FTA) for the FTA funding later in the year.

4. Public Comment (for items not on MPO Agenda)

Royce Williams, 2437 Fox Ave., Madison registered to speak. He expressed continued concern about the City of Madison not having an intercity bus terminal. He said WisDOT released a Request for Proposals for additional intercity bus service under a new state program. The routes haven’t been identified yet, but routes between Madison and the Fox Cities/Green Bay, Wausau, and Dubuque, Iowa were identified as priorities in WisDOT’s transportation plan. The new service will increase the need for a terminal. Asked if he had a recommendation for a location, Williams mentioned the U-Haul facility across the street from the old station.

5. Consideration of Resolution TPB No. 48 Regarding Amendment #1 to the 2011-2015 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer said the TIP amendment was for revisions to a number of projects. WisDOT has proposed changes in the timing and cost of four projects: (1) moving back to 2016 the reconstruction of the S. High Point Road bridge over the Beltline; (2) moving up a year to 2011 the resurfacing of USH 14 to Oregon; (3) moving up from 2015 to 2011 the reconstruction of the USH 151/Main Street interchange in Sun Prairie; and (4) moving up the construction schedule for STH 113 so all the work will be completed in 2011. Schaefer said John Vesperman had told him just today that the E. Washington Avenue pavement replacement project in the East Towne area is being moved up from 2014 to 2012. That change will be reflected in a future TIP amendment or when the new TIP update is done later this year. The listings for the four bicycle projects that received Federal funding under the SMIP program need to be revised to reflect the programmed federal funding. A fifth project—addition of bike lanes on
W. Old Sauk Road—received funding, but the Town of Middleton turned down the funding due to the impact on the design costs and timing of the project. The listings for two transit projects that received Federal New Freedom program funding also need to be revised to reflect the programmed Federal funding. Both are continuing projects. One is Dane County’s Mobility Management Program project and the other supports the provision of accessible private taxicab service by Union Cab Company.

Opitz mentioned the new state law and regulation that with some limited exceptions requires pedestrian and bicycle accommodations to be provided whenever Federal or state aids are used on projects. Schaefer said the project would be funded with 100% local funds now so he didn’t think the law would apply. Clear said the issue was on the agenda for the Town of Middleton Board meeting the previous night. Hulsey mentioned that towns receive General Transportation Aids from the state. Schaefer said he thought the law only applied to project funding. The Board asked Schaefer to get more information on what was discussed on the issue at the town board meeting.

Moved by Hulsey, seconded by Schmidt, to approve Resolution TPB No. 48 Regarding Amendment #1 to the 2011-2015 TIP. Motion carried.

6. Consideration of Resolution TPB No. 49 Approving Amendment to the 2011 Unified Planning Work Program and Budget

Schaefer said the work program amendment was necessary to shift some funding from staff time to consulting services due to the unexpected retirement of the MPO staff person who maintained and operated the MPO’s regional travel forecast model. He said the MPO couldn’t afford to wait for 4-6 months until a new staff modeler was hired and trained. A consultant, HNTB, has been providing some modeling assistance for the MPO already as part of a contract with WisDOT to provide modeling support for MPOs in the state. The plan is to use the funding to allow HNTB to continue this work. A total of about $34,000 is proposed to be transferred to consulting services. Schaefer said he has already had discussions with City of Madison Purchasing staff on two different options for contracting with HNTB for the work that would avoid the need for going through an RFP process.

Moved by Opitz, seconded by Hinz, to adopt Resolution TPB No. 49 amending the Work Program and Budget. Motion carried.

7. Discussion and Consideration of Possible Comments on the USH 18/151 (Verona Road) Supplemental Draft Environmental Impact Statement

Matano said he asked to have this item on the agenda to see if the Board wanted to submit any comments on the project. He mentioned that the Dane County Board had adopted a resolution with comments on the Supplemental Draft EIS.

Ritt asked if the County resolution and the City of Madison comments were submitted by the December 17 deadline. Schaefer said yes. Ritt questioned whether the MPO was considering submitting comments past the deadline or commenting on the County and City of Madison comments. Schaefer said Vesperman already indicated they would consider any comments the MPO might provide even though the deadline had passed. Schaefer also said that Vesperman noted there would be another comment period in a few months on the final draft EIS. Schaefer said many of the comments by the City of Madison focused on specific design details of the project that would be addressed at the design phase of the project.

King commented that much of the discussion at the city committee level was related to issues that weren’t relevant to the EIS, and suggested the MPO shouldn’t waste time doing the same thing. Hulsey asked about the air quality monitoring, and Schaefer referred to the document distributed that included WisDOT responses to city comments. WisDOT and WisDNR are piloting a modeled analysis of PM 2.5 concentrations near the interchange. The study effort is not part of the roadway project study. Hulsey said he’d like more information on this when it is available. Following further discussion, it was decided that the Board would not submit any comments at this time.
8. **Consideration of Revisions to the Madison Area TPB Rules and Operating Procedures**

Schaefer said the Board discussed the issue last summer. The Board had questions about the MPO’s authority and expressed interest in making changes and additions to the MPO’s rules. At the June meeting MPO staff reviewed a memo that outlined potential issues to address with additions and revisions to the rules. He said staff had now drafted proposed language for the Board to review. Schaefer said most of the additions and changes simply codify existing procedures. He reviewed and highlighted the proposed revisions to the rules. He mentioned that Diane Paoni from WisDOT had suggested adding language that MPO Board members are not allowed to send alternates to meetings, while this is permitted for Technical Coordinating Committee (TCC) members. He planned to add that language. Regarding changes to the policy board composition, he said the procedure is spelled out in the agreement, which is essentially the same as a redesignation. The proposed language clarifies that a simple majority vote by the Board is required to initiate the process. He noted that he added language regarding a process for the city/village or town appointments to be removed prior to the expiration of the term. Language was added spelling out the authority and membership/voting of the TCC and Citizen Advisory Committee. Language was also added for the Congestion Management Subcommittee that will be created.

Bruskewitz said she noticed that there were no town representatives on the TCC. She said many urbanized towns are part of the MPO area and some have administrators or other staff members that would be appropriate to serve on the committee. She suggested adding the administrator of the Town of Westport to the TCC. Schaefer responded that if any changes were made to the TCC membership he would like to review them with the TCC first and get a recommendation.

Schaefer said language was added regarding MPO staff, including the duties of the Transportation Planning Manager. It is noted that staff are directed by MPO Board policies and approved documents. He said language was also added encouraging consultation of the Board and Chair in the hiring process for the manager. This was one of the issues that led to the review of the MPO’s authority and rules.

Hinz commented that there seemed to be a conflict in the language. The first paragraph says MPO staff report to the Board and the second paragraph says the Planning Manager reports to the City of Madison Planning Division Director. There was discussion about the difficulty with staff being City of Madison employees yet the MPO is independent from the city. Schaefer said there was a difference between the hiring of the staff and whom the staff are directed by once hired. He said the arrangement has worked thus far, but is awkward. King commented that he thought the current hiring process was advantageous because it is focused on the technical qualifications of the job. Having the Board hire the manager would make it more of a political appointment. He said the Board should have input, but thought it was better the Board didn’t actually do the hiring.

Schaefer said that in the section on MPO meetings, language was added to allow telephonic participation for special meetings. Opitz asked if the members participating via telephone counted for achieving quorum, and Schaefer said yes. Opitz suggested limiting to two the number of members that could participate by telephone. Matano suggested clarifying that meetings be cancelled “at the authority of the Chair.” It was also suggested that the Policy Board should have the authority to decide where to meet. Schaefer said he added language allowing the MPO to hold joint meetings with other agencies or committees. A new section was also added noting that the MPO shall develop a public participation plan and annual work program and budget. The language notes that the budget should be developed along the same timeline as the city’s budget process to ensure coordination and consistency. A section was also added regarding future amendments to the rules. Hinz pointed out the language added regarding unexcused absences should be corrected to refer to those of an avoidable nature. Clear commented that the suspension of the rules regarding the conduct of a hearing should be done with approval of the board, not at the Chair’s discretion. It was suggested that members should notify both the Planning Manager and the Chair if they will be absent. Regarding quorum, there was discussion about whether the provision that the meeting must be adjourned if a quorum is not present within 15
minutes of the scheduled meeting time is a state law. If not, it was suggested changing this provision. Staff was asked to check with the City Attorney’s Office.

Royce Williams, 2437 Fox Ave., Madison registered to speak. He said his comments concerned the discussion of staff. He felt the process for hiring the Planning Manager was unacceptable. The Board wasn’t provided with options and did not get to vote. Hiring and firing authority is very important for an independent board. He said the issue needs to be looked at further.

Hinz said that confirmation might be a better term. The city should give the Board the courtesy to confirm the appointment. Bruskewitz said she was less concerned about hiring authority because the Board sets the policy. She said she was more concerned about a situation where the manager or director was not doing a good job, and the Board wanted the person removed. Following further discussion, it was suggested an agenda item be added for the next meeting to create a personnel subcommittee to make a recommendation on the issue to the Board.

9. Presentation on Regional Transportation System Performance Indicators for the Regional Transportation Plan Update

Schaefer said there has been increasing emphasis at the Federal and state levels on use of performance indicators for transportation planning. The MPO committed to developing some indicators when the Regional Transportation Plan 2030 was adopted. The purpose of the indicators is to serve as a diagnostic tool to alert the MPO about changes and trends. This information can then be used to inform policy discussions and in development of plan recommendations. He said the MPO decided to start with indicators for which data is readily available, but it is anticipated that this will be an evolving effort. He said there are important external factors that affect the indicators that are beyond the control of the MPO or other transportation agencies. However, the indicators still have some value. The indicators need to be tied to the plan goals and policy objectives. He pointed to the table created that listed the overall transportation system objectives and the indicators that related to those objectives. He then reviewed some of the data, tables, and maps on the indicators. The idea was to start with a baseline year, which for most of the data is 2009. Staff has also made some comparisons to 2005 data where that was available. Among the data reviewed was the pavement quality of the local and state arterial and collector roadway system. He said the overall picture was good, and many of the roadway segments in the lowest category were programmed for reconstruction.

Hulsey asked if data was available on vehicle miles of travel (VMT) for areas served by Metro versus other areas. Schaefer said the data could not be tracked that way. Hulsey also commented that he’d like to see some analysis of the data. Schaefer agreed, but said in many cases it was difficult to do other than speculate on possible reasons for changes such as the reduction in crashes. Providing the data was just a start. It was suggested by several persons that under Freight Mobility information be provided on rail freight. Schaefer said the data is difficult to obtain because there is only one operator and it is considered proprietary, however Wisconsin & Southern Railroad did provide a presentation to the RTA Board recently with some of this data and he said he’d look at that again. Chase suggested tracking the performance of roundabouts. Schaefer said it would be difficult to obtain data for that, but perhaps that could be done in the future as part of the congestion management process.

10. Update on the Dane County Regional Transit Authority (RTA)

Royce Williams, 2437 Fox Ave., Madison registered to speak. He reported that the Madison Area Bus Advocates endorsed a position to encourage the RTA to proceed with a spring referendum on their Phase 1 plan and go with a ¼ cent sales tax.

Opitz said the RTA Board and its committees were meeting on a frequent schedule in order to try to complete a conceptual plan for a first phase of improved transit services to take to the public for comment and get a referendum question to the County Clerk’s Office by the February 22 deadline. The first phase includes new regional commuter bus service to outlying communities with park-and-ride facilities, expansion of service to some peripheral areas, improved core area service, shared-ride taxi
service in additional communities, and improved elderly/disabled service. Some funding would also be provided for administrative and technical planning support. There is no rail component. Chase asked if the County Clerk’s office had figured out how to administer the referendum in the RTA area, and Bruskewitz said yes that all of the voters inside the area had been identified. It was noted that some of the funding was proposed to be used to fund existing services, removing the cost from the property tax, and that a ¼ cent sales tax would generate roughly $20 million. Asked about Metro Transit’s budget, Kamp said it was about $50 million, but the amount funded through local property tax dollars was $10-$12 million.

11. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:
   - USH 51 (USH 12/18 to I 90/94/39) Corridor Study
   - USH 51 (McFarland to Stoughton) Corridor Study
   Item deferred.

12. Discussion of Future Work Items:
   - Transit Development Plan (TDP) and RTA Service Plan Scenarios
   - MPO Congestion Management Process
   - Regional Transportation Plan Update
   - Revisions to MPO Operating Rules and Procedures

   Schaefer said that Ayres & Associates had been hired for the Congestion Management Plan project and Ken Voigt was the project manager. MPO staff has started working with them and a kickoff meeting of the advisory committee was tentatively scheduled for the end of January.

13. Announcements and Schedule of Future Meetings
   The next meeting is scheduled for February 2, 2011 at the Madison Water Utility at 7 p.m.

14. Adjournment
   Moved by Opitz, seconded by Clear, to adjourn. Motion carried.
Date: January 11, 2011

To: Dwight McComb, Systems Planning and Program Engineer

From: Aileen Switzer, Chief, Planning Section

Subject: Amendment to the 2011 Madison Metropolitan Planning Area Unified Planning Work Program

In accordance with FHWA rule regarding the reporting of changes made to work programs resulting in funding changes greater than 10%, please accept the following as notification of such changes to the Madison Metropolitan Planning Area Unified Planning Work Program.

The Bureau of Planning and Economic Development Section, recommends approval of the enclosed request by the Madison Area Transportation Planning Board for work activity and budget adjustments to the overall work program; no additional funding has been requested. A copy of the proposed work activity and funding reassignments are attached.

The Wisconsin Department of Transportation asks for your approval to proceed with this request.

Thank you for your prompt attention to this matter.

Sincerely,

[Signature]

Aileen Switzer, Chief
Planning Section
Bureau of Planning & Economic Development

Enclosure

Cc: William Schaefer, Director Madison Area Transportation Planning Board
Sandra K. Beaufre', Director Bureau of Planning and Economic Development
John Vesperman, Southwest Region Planning Chief
Mike Hoelker, Southwest Region Planning Supervisor
Diane Paoni, Bureau of Planning and Economic Development
Dave Jolicoeur, FHWA

"Dedicated people creating transportation solutions through innovation and exceptional service."
January 19, 2011

George R. Poirier
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd. Suite 8000
Madison, Wisconsin 53717

Marisol Simon
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 2410
Chicago, Illinois 60606-5232

Dear Mr. Poirier and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby jointly approving the 2011-2015 Transportation Improvement Program (TIP) for the Dane County Area. We will reflect by reference the 2011-2014 federal aid projects covered by this approval in our 2011-2014 Statewide Transportation Improvement Program (STIP) subject to the understandings I have indicated below.

Copies of the TIP for the Madison Area Transportation Planning Board, A Metropolitan Planning Organization, the designated MPO for the Madison Urbanized Area, were recently sent to you. The TIP, which was adopted by the Madison TPB in Resolution TPB Number 44 on October 6, 2010, represents a cooperative effort between the MPO, local communities, the Madison transit operator, and Wisconsin Department of Transportation (WisDOT) and is designed to meet the objectives and recommendations of the 2030 regional transportation system plan.

Based on our review, we believe that the TIP fulfills the federal transportation and planning requirements (Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 as amended by SAFETEA-LU, ISTEA and TEA-21) with respect to the inclusion of: 1) a four-year priority list of projects; 2) a financial plan that reflects federal, state and local resources that are reasonably expected to be available during this program period; and 3) both transit and highway projects to be funded with Federal Transit Act and Title 23 funds. In addition, opportunities for public review and comment on the proposed TIP were provided through a public meeting and one legal notice requesting citizen input and comments on the TIP.
In accordance with 23 CFR 450.334, the Wisconsin Department of Transportation (WisDOT) hereby certifies that the metropolitan transportation planning process is addressing major issues facing the State and its urbanized areas, and is being carried out in accordance with the following requirements:

(1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
(2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
(5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

I look forward to your timely action on this matter.

Sincerely,

Mark Gottlieb, P.E.
Secretary

cc: William Schaefer, MPO
    Dave Jolicoeur, FHWA
    William Wheeler, FTA
    Chris Berch, FTA
    John Vesperman, WisDOT Southwest Region
    Aileen Switzer, WisDOT
February 1, 2011

George R. Poirier
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Mr. Poirier and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am hereby approving the Madison Area Transportation Planning Board’s amendment to the 2011-2015 Transportation Improvement Program (TIP) for the Dane County Urban Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on January 5, 2011. We will reflect by reference the 2011-2014 federal aid projects covered by this approval in our 2011-2014 Statewide Transportation Improvement Program (STIP).

A copy of TIP Amendment #1 and Resolution TPB Number 48 for the Madison Area Transportation Planning Board were recently sent to the Federal Transit Administration and Federal Highway Administration respectively. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2030 regional transportation system plan.

We have determined that: 1) the proposed amendment is consistent with the adopted 2030 Regional Transportation System Plan and the TIP; 2) remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects and 3) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990.

Sincerely,

Mark Gottlieb, P.E.
Secretary

cc: William Schaefer, MPO
    Dave Jolicoeur, FHWA
    William Wheeler, FTA
    Chris Betch, FTA
    John Vesperman, WisDOT Southwest Region
    Aileen Switzer, WisDOT
Re:
Consideration of Revisions to Madison Area TPB Rules and Operating Procedures

Staff Comments on Item:
MPO staff reviewed with the Board at its last meeting a set of draft revisions to the rules and operating procedures. Based upon comments received at the meeting, staff has drafted a few additional changes. All of the proposed changes and additions are underlined, while the new proposed changes are also in italics.

Following discussion of the section on MPO staff and the Board’s role in the hiring and performance review of the MPO Planning Manager, the Board expressed interest in creating a Personnel Committee to further discuss this issue. Creation of this committee is agenda item #7. Staff suggests that the proposed revisions be adopted with potential additional changes adopted later following a recommendation by the Personnel Committee on this issue.

Materials Presented on Item:
1. Revised Draft Madison Area TPB (MPO) Rules and Operating Procedures

Staff Recommendation/Rationale:
Staff recommends approval.
RULES AND OPERATING PROCEDURES
Madison Area Transportation Planning Board
A Metropolitan Planning Organization (MPO)

Approved [Date]

The Madison Area Transportation Planning Board (TPB), a Metropolitan Planning Organization (MPO), 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. The Madison Area TPB was created through an intergovernmental agreement redesignating the MPO signed by the Governor and local units of government representing over 75% of the Madison Metropolitan Planning Area population, effective May 2, 2007. This agreement superseded and voided a redesignation agreement dated November 29, 1999.

The responsibilities of the Madison Area (TPB), an MPO, include:
1. Carrying out a cooperative, continuous and comprehensive planning process for making transportation investment decisions in the metropolitan area with program oversight from the Federal Highway Administration, the Federal Transit Administration and the Wisconsin Department of Transportation.
2. Preparing and maintaining a long-range multi-modal transportation plan.
3. Preparing and implementing an annual work program.
4. Preparing a transportation improvement program to provide for transportation investments to meet metropolitan transportation needs.
5. Other duties as required to comply with State and Federal regulations.

These rules and operating procedures are adopted by the Madison Area TPB, an MPO, to facilitate the performance of its transportation planning and programming responsibilities and establish guidance on issues pertaining to the MPO that are not otherwise addressed in other documents.

SECTION I – AUTHORITY

The Madison Area TPB, an MPO, has authority granted under the redesignation agreement, effective May 2, 2007, and Federal laws and regulations, including but not limited to 23 U.S.C. 134 and 23 C.F.R. Section 450. Because the Madison Area TPB is not a corporate entity, the City of Madison serves as its fiscal and administrative agent.

1 These responsibilities are outlined under United States Code (23 USC 134 and 49 USC 5303-5306), 23 CFR 450.300-450.338, as amended by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
SECTION II – BOARD MEMBERSHIP AND OFFICERS

A. Board Membership

The Madison Area TPB consists of fourteen (14) members appointed by the local units of government within the Madison Metropolitan Planning Area, Dane County, and the Wisconsin Department of Transportation. Each appointee to the MPO Policy Board must reside within the Madison Metropolitan Planning Area and shall serve until their successor is appointed.

The appointments to the MPO Policy Board are made as follows:

- The Mayor of the City of Madison appoints six (6) members. Appointees serve a period of two (2) years. Three of the six initial appointments shall serve through April 30, 2008. The remaining three initial appointments shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years. In addition, a minimum of two-thirds or four (4) of the six appointees must be elected officials.

- The Dane County Executive appoints three (3) members. Appointees serve a period of two (2) years. Two of the three initial appointments shall serve through April 30, 2008. The remaining initial appointment shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years. In addition, a minimum of two-thirds or two (2) of the three appointees must be elected officials.

- Three (3) members of the policy board shall be appointed by a simple majority vote of the chief elected officials of the cities and villages within the Metropolitan Planning Area other than Madison. Appointees serve a period of two (2) years. One of the three initial appointments shall serve through April 30, 2008. The remaining two initial appointments shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years. In addition, a minimum of two-thirds or two (2) of the three appointees must be elected officials.

- One (1) member of the policy board shall be appointed by a simple majority vote of the Chairpersons of the towns with land area within the Metropolitan Planning Area. The appointee serves a period of two (2) years. The initial appointment shall serve through April 30, 2008. Subsequent appointments shall be for a period of two (2) years. In addition, the appointee must be an elected official.

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2 The composition of the Madison Area Transportation Planning Board is outlined under “An Agreement Redesignating the Metropolitan Planning Organization for the Madison Urbanized Area,” signed by then Governor Jim Doyle and those local units of government representing at least 75% of the population in the MPO Planning Area, including the largest incorporated city (Madison), effective on May 2, 2007.

3 Appointments that are not elected officials must be officials of public agencies that administer or operate major modes of transportation in the Metropolitan Planning Area, including members from local boards and commissions with a focus on transportation or land use. Appointments can also be appropriate state officials.
• One (1) member shall be appointed by the Secretary of the Department of Transportation. The appointee serves a two-year term. The initial appointment shall serve through April 30, 2009. Subsequent appointments shall be for a period of two years.

When making appointments, the appointing authorities are encouraged to keep in mind the MPO’s commitment to meeting the transportation needs of all citizens, particularly those who have traditionally been under-represented in the transportation planning process. These include the transit dependent, low-income and minority populations, and persons with disabilities. The appointing authorities are also encouraged to consider the desirability of maintaining geographic balance within the municipality or among municipalities of board members appointed.

B. Changes to Policy Board Composition
Future changes to the composition of the Policy Board may be made to ensure appropriate representation as the number of local units of government within the MPO Planning Area increases. Such a change requires notification of the appointing authorities and all local units of government in the MPO Planning Area, a public hearing, and ratification by those units of government with at least 75 percent of the population within the MPO Planning Area, including the City of Madison. A simple majority vote of the Board is required to initiate this process to submit a change to the local units of government for ratification.

C. Procedure for Nomination and Voting on City/Village and Town Appointments
The MPO Transportation Planning Manager shall send a memo, followed by an email if necessary, to the chief elected officials of all cities and villages and towns in the MPO Planning Area informing them of expiring or open appointments and requesting nominations to fill them. The memo shall include information on the appointment requirements and a deadline for submitting candidate names. Following receipt of the nominations, the MPO Transportation Planning Manager shall send out another memo or email to the chief elected officials with the list of candidates requesting a vote either via email or regular mail. It should be noted that voting for the candidates via this method is a matter of public record and therefore not confidential. The city/village appointee(s) must receive a vote from a majority of the chief elected officials of the cities/villages in the MPO Planning Area other than Madison. The town appointee must receive a vote from a majority of the Chairpersons of the towns in the MPO Planning Area. If no candidate receives a vote of the majority of the elected officials, the two or more candidates with the most votes will be resubmitted for a second vote. Following the voting, the Planning Manager shall send out a final memo or email informing the chief elected officials of the new appointments.

D. Changes to Appointments
While the terms of all appointments to the Board are two years, members may be replaced prior to the end of their two-year term by the appointing authority. In such case, the new member fills the remainder of the term of the member replaced.

For the city/village and town appointments, the process for removal of an appointment prior to the expiration of the term can be initiated by a written request submitted to the MPO Transportation Planning Manager by at least one-third of the chief elected officials of the cities/villages or Chairpersons of the towns in the MPO Planning Area. Upon receipt of a request by the requisite number of chief elected officials, the MPO Manager shall send a memo or email to all chief elected
officials for a vote on the removal of the appointee. If a majority of the chief elected officials vote for removal, the procedure for nomination and voting on appointments shall be followed to appoint a new member to fill the remainder of the term of the member removed.

E. Officers
The officers of the MPO Policy Board shall consist of a Chair and Vice Chair. Nominations for the Chair and Vice Chair shall be made from the floor by Board members. Once nominations are closed, Chair shall call a vote with separate votes for each officer. Election shall be by simple majority vote.

The terms for the Chair and Vice Chair shall be one year, unless extended by a majority vote of the Board. Election of the Chair and Vice Chair shall generally take place at the June July meeting. In the event that a vacancy occurs in either office, a successor shall be elected at the next Board meeting to serve out the unexpired term.

1. Chair – The duties of the Chair shall be to: (a) consult with the MPO Transportation Planning Manager in setting Board meeting agendas; (b) preside at all Board meetings; (c) appoint MPO representatives to study committees and MPO subcommittees, as may be required, with confirmation by the Board; (d) act as official signatory for MPO resolutions and other documents; (e) serve as the official spokesperson of the MPO in reporting actions taken by the MPO; and (f) perform such other duties as may be agreed to by the Board.

2. Vice Chair – The duties of the Vice-Chair shall be to preside at all Board meetings and act as official signatory for MPO resolutions and other documents in the absence of the Chair.

In the absence of both the Chair and Vice Chair at a meeting, those present shall elect a chair pro tem to preside at the meeting.

SECTION III – MPO COMMITTEES AND STAFF

A. Subcommittees of the MPO Policy Board
Subcommittees may be appointed by the MPO Policy Board Chair with confirmation by the Board to consider such matters and perform such tasks as are referred to them by the Policy Board. Such subcommittees may include MPO Technical Coordinating Committee members, local officials, public citizens, and others in addition to MPO Board members.

B. MPO Technical Coordinating Committee

1. Authority and Responsibilities
The MPO Policy Board shall establish an intergovernmental Technical Coordinating Committee (TCC) with staff from local units of government in the metropolitan area and various agencies or facets of transportation planning to assist in carrying out its responsibilities. The TCC provides professional expertise in the development of the MPO’s

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4 The Chair may also designate the MPO Transportation Planning Manager to communicate actions taken by the MPO.
transportation plans and programs, ensuring a high quality technical review of the planning process and a direct communication liaison with the Policy Board. The TCC shall review, coordinate, and advise on all transportation planning matters, and provide input to the Board on issues directed to it by the Board or MPO Transportation Planning Manager. Drafts of all required documents and programs shall be submitted to the TCC for review and recommendation to the Board.

2. Membership, Voting, and Officers

The TCC is comprised of 19 voting and 2 non-voting members. For voting purposes, the eight representatives from the smaller cities and villages are paired with each pair having a combined vote. If both members are present, each has ½ vote. The community pairs are Sun Prairie/Stoughton, Verona/Fitchburg, Monona/McFarland, and Middleton/Waunakee.

The TCC is comprised of the following agency staff:

Voting TCC Members:
City of Madison
  Traffic Engineer
  City Engineer
  Planning Division Director
  Metro Transit Planning Manager

City of Fitchburg
  City Engineer or Planning Director

City of Middleton
  Public Works or Planning Director

City of Monona
  City Engineer

City of Stoughton
  Public Works or Planning Director

City of Sun Prairie
  Public Works or Planning Director

City of Verona
  Public Works or Planning Director

Village of McFarland
  Public Works Director

Village of Waunakee
  Public Works Director

[Note: It was suggested to add the Administrator of the Town of Westport to provide for a towns representative. Staff discussed the issue with the TCC at its January meeting and the TCC recommended not to make any changes to the existing membership/voting structure.]

Dane County
  Assistant Commissioner, Public Works & Transportation Dept.
  Planning Director, Planning & Development Dept.
The TCC shall elect a Chair by simple majority vote of the voting members who shall be responsible for presiding at all meetings. The term of the Chair shall be two years. There shall be no limit on the number of terms a member may hold the office of Chair. In the absence of the Chair, the TCC shall select another member to preside at that meeting.

3. Meetings and Quorum

Regular meetings shall be held monthly in accordance with the annual meetings schedule included in the annual Unified Planning Work Program, unless cancelled by the MPO Transportation Planning Manager due to a lack of a sufficient number of agenda items. Special meetings may be held as needed. A quorum is formed by the presence of a simple majority of the voting membership or nine (9) members. Voting members may designate an alternate to attend meetings and represent them in their absence. Such designation may be on a standing basis or for a specific meeting. Alternates shall count for quorum purposes and have voting privileges. No action shall be taken without a quorum in attendance at that meeting.

4. Subcommittees

The MPO Policy Board shall establish a standing Congestion Management Subcommittee. In addition, additional ad hoc subcommittees may be created to address specific issues or projects.

(a) Congestion Management Subcommittee

(1) Function

The Congestion Management Subcommittee shall be responsible for assisting in development and implementation of the MPO’s federally required Congestion Management Process (CMP). The CMP is a coordinated, systematic process for identifying and managing congestion in the region, using performance measures to direct funding towards projects and strategies that are most effective. The CMP is
Proposed Revisions 3/2/11 Revised Draft
(new changes in italics)

integrated into the overall metropolitan planning process and recognizes other transportation goals.

(2) Membership
The subcommittee shall include TCC members as well as other agency staff with expertise in traffic operations, Intelligent Transportation Systems (ITS), or other relevant fields.

(3) Meetings
The subcommittee shall meet as necessary to carry out its duties.

C. MPO Citizen Advisory Committee

1. Authority and Responsibilities
The MPO Policy Board shall establish a Citizen Advisory Committee (CAC). The CAC shall provide advice to the Board on transportation planning matters. Drafts of all required documents and programs shall be submitted to the CAC for review and recommendation to the Board.

2. Membership
The CAC shall consist of representatives of various public and/or private interest groups, the transportation industry, and local citizens to provide a broader base of review of the MPO’s programs and plans. The committee shall include a maximum of fifteen (15) members.

3. Meetings and Quorum
Regular meetings shall be held every other month in accordance with the annual meetings schedule included in the annual Unified Planning Work Program, unless cancelled by the MPO Transportation Planning Manager due to a lack of a sufficient number of agenda items. Special meetings may be held as needed. A quorum is formed by the presence of a simple majority of the members. No action shall be taken without a quorum in attendance at that meeting.

D. Madison Area TPB Staff
The City of Madison is responsible for providing professional staff services to the Madison Area TPB. Madison Area TPB staff report to the MPO Policy Board and are directed by Madison Area TPB policies and approved documents.

The Transportation Planning Manager of the Transportation Planning Services Section of the City of Madison Planning Division within the City’s Department of Planning & Community & Economic Development (hereinafter referred to as the “MPO Transportation Planning Manager”) shall be the chief staff person for the MPO Policy Board. The MPO Transportation Planning Manager shall be responsible for direction of all administrative and operational functions of the Madison Area TPB, including supervision of the TPB staff. The MPO Transportation Planning Manager shall be responsible for preparing agendas, supporting documentation, information and technical support for TPB meetings, posting TPB meeting notices, maintaining accurate records of all TPB meetings, and transmitting notice of all official actions taken by the TPB to its constituent members, WisDOT, FHWA, and FTA.
The City of Madison Planning Division Director is the appointing authority and supervises the MPO Transportation Planner Manager. The City of Madison Planning Division Director is encouraged to communicate closely with and involve the MPO Policy Board and its Chair in the hiring of the MPO Transportation Planning Manager, who serves as the chief staff person for the Madison Area TPB. If the MPO Policy Board has concerns about the professional staff services it is receiving, the Board should communicate those concerns to the MPO Transportation Planning Manager and/or City of Madison Planning Division Director.

The Administrative Clerk for the Transportation Planning Services Section (hereinafter referred to as the “MPO Recording Secretary”) shall record all meetings.

SECTION IV – MPO BOARD MEETINGS

A. Public Notice, Accessibility, and Conduct
All meetings shall be publicly noticed with both the City of Madison and Dane County. Agendas and meeting packets shall also be posted on the MPO’s website. Meetings shall be located in a place that is accessible to all persons, and conducted in conformance with Sections 19.81 to 19.98 of the Wisconsin Statutes, which set forth the public policy and requirements for open meetings of governmental bodies. Accommodations will be made for persons with disabilities if the attendee gives advance notice of a need for an interpreter, materials in alternate forms, or other accommodations to access the meeting.

B. Meetings
1. Regular Meetings
The MPO Policy Board shall generally meet once a month at a location to be determined by the Policy Board in consultation with the MPO Transportation Planning Manager.

When there are insufficient agenda items for a meeting, the meeting will be cancelled at the discretion of the Chair. If the regular meeting date is a holiday, the meeting will be rescheduled or cancelled. However, a special meeting may be called in lieu of the regular meeting.

2. Special Meetings
Special meetings may be held as needed and may be called at any time by the Chair. The Chair shall set the date, time, and place of the special meeting. In the absence of a Board Chair, the Vice Chair may call a special meeting.

Telephonic participation for quorum purposes and voting shall be permitted for special meetings. [Add? : Telephonic participation may be permitted for a maximum of two members.] The public notice, accessibility, and conduct of the special meeting shall still meet state requirements for open meetings. The public notice for the meeting shall indicate those members that will not be participating in person. For all meetings at which some members are participating via telephone, a roll call vote shall be conducted for all actions taken so the vote of each member can be acknowledged and recorded.
3. Joint Meetings

Joint meetings may be held with other agencies, committees, or commissions on items of mutual interest.

C. Agenda

Meeting agendas shall be prepared by the MPO Transportation Planning Manager in consultation with the Chair. Items for the agenda, accompanying information, and written communications intended for consideration as part of an agenda item should be received by the MPO Transportation Planning Manager no later than ten (10) days prior to the scheduled meeting. However, written communications received after this deadline will be reported and provided to the Board at the meeting.

All agendas and accompanying information packets shall be mailed to Board members and posted on the MPO’s website no later than seven (7) days in advance of the scheduled meeting. A mailing list for the agendas and minutes based on requests for same will be maintained by the MPO Recording Secretary.

Order of Business for Meetings

- Roll Call
- Approval of Minutes
- Communications
- Public Comment
  (Note: This item is intended to offer the public an opportunity to comment on an issue that is not on the agenda, such as introducing an issue that the person would like the MPO Policy Board to consider at a future meeting.)
- Public Hearing
  (Note: A set time is to be noticed)
- Items for Action
  (Note: In general, items for action are to be presented to MPO Policy Board members with a staff report that includes a cover sheet with staff comments and recommendation/rationale, a copy of any applicable resolution, and any other accompanying materials to assist members in considering the item.)
- Items for Discussion
- Status Report on Projects Potentially Involving the MPO
- Discussion of Future Work Items
- Announcements and Schedule of Future Meetings
- Adjournment

The Board may alter the above order of the agenda items at the meeting.

D. Public Comment

Persons wishing to speak on an agenda item must register and give the registration form to the MPO Recording Secretary, preferably before the item comes up on the agenda. The time limit for comments on items for which a public hearing has not been scheduled is three (3) minutes per
person, unless waived by a 2/3s majority vote of the members present. Questions of the speaker may occur following the speaker’s presentation, unless questioning is anticipated to last longer than three minutes. Then questions will be held until after all public comments on the item.

E. Attendance
Board members are to inform the MPO Transportation Planning Manager or Administrative Clerk and Board Chair in advance (preferably two days) if they are not able to attend a meeting. Absences without advance notice or those of an avoidable nature will be recorded as unexcused. Board roster attendance information shall be provided to Board members on a quarterly biennial basis. The Chair may remind Board members of their responsibility to attend and participate in Board meetings in the event of poor attendance. If the problem persists, the Board may authorize the Chair to send a letter to the appointing authority or authorities informing them of the Board member’s poor attendance.

F. Motions
Motions shall be restated by the Chair before a vote is taken. The name of the maker of the motion and the person seconding it shall be recorded. A motion made at the following meeting to reconsider an item may be made, but if notice of reconsideration has not been published, the motion is to be referred to the next meeting so that adequate public notice can be provided.

G. Parliamentary Procedure
Board meetings shall be governed by Roberts Rules of Order Newly Revised unless otherwise provided for herein.

H. Quorum
A majority of the Board or eight (8) members shall constitute a quorum for the conducting of business and taking of official action. Board members are not permitted to designate an alternate to attend meetings for quorum and voting purposes when they cannot be present. Whenever a quorum is not present within fifteen (15) thirty (30) minutes of the scheduled beginning meeting time, the Chair shall adjourn the meeting without taking any other action to a time and date selected by the Chair. In the event that a Board member has notified MPO staff or Board member(s) that he/she will be more than fifteen (15) thirty (30) minutes late, the Board may decide to wait for a longer period of time to convene the meeting.

I. Reports
The Board may ask for reports and recommendations, if any, from staff and the MPO Technical Coordinating Committee (TCC) and/or Citizen Advisory Committee (CAC) on any matters before it. [See Agenda regarding staff reports to accompany agenda items and Subsection B and D of Section III regarding the TCC and CAC.]

J. Voting
Voting shall be by voice. Only whether the motion or resolution passed or failed shall be recorded, unless a roll call is requested or a member requests that the votes cast be recorded by number and/or name. All persons will be assumed voting in the affirmative unless they verbally cast a “no”
vote or indicate at the time of the vote that they wish to abstain. If there is any question, the Chair will restate the votes cast for record purposes.
[Note: It is advisable that members who abstain from voting indicate their reason(s) for doing so. If a member abstains from voting due to a conflict of interest, he/she should not participate in the discussion.]

A motion for reconsideration of any agenda item from a previous meeting may only be made by a member who was present at that meeting and voted on the prevailing side or who is recorded as an excused absence. All members who are in attendance at the meeting where reconsideration is being considered may vote on the issue.

SECTION V – PUBLIC HEARINGS

The Board shall schedule and hold public hearings on all items required by law (e.g., Regional Transportation Plan, Transportation Improvement Program) and may hold public hearings on any other matters.

A. Public Notice and Comments
Reasonable effort shall be made to notify affected local units of government and the general public of hearings through posting and mailing of notices, through the news media, and other means.

Persons wishing to speak at a hearing must register and give the registration form to the MPO Recording Secretary, preferably before the start of the hearing. The time limit for comments at a public hearing is five (5) minutes per person, unless waived by a two-thirds majority vote of the members present. Questions of the speaker may occur following the speaker’s presentation, unless questioning is anticipated to last longer than three (3) minutes. The Board will not engage in discussion or debate with the speakers. Further questions will be held until after all public comments are completed.

B. Conduct and Record of Hearing
At the beginning of the hearing, the Chair shall briefly identify the subject(s) under consideration and instruct the public on how the hearing will proceed. MPO staff may give a presentation on the subject, if deemed appropriate. Board members may then ask questions or pose questions during the presentation by permission of the Chair. Public comments will then be allowed. A record of the names, addresses, and positions of those appearing shall be made. If questions by the public are permitted, they shall be directed to the Chair. Any member of the Board may question a speaker on his/her statements. These rules may be suspended or modified, or a speaker allowed more time, with approval by a majority vote of the Board.
SECTION VI – PUBLIC PARTICIPATION PLAN AND UNIFIED PLANNING WORK PROGRAM

A. Public Involvement Plan
The Madison Area TPB shall develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies, private transportation providers, users of the transportation system, and others with reasonable opportunities to be involved in the metropolitan transportation planning process in accordance with 23 C.F.R. Section 450.316.

B. Unified Planning Work Program and Budget
The Madison Area TPB shall annually develop, in cooperation with Wisconsin Dept. of Transportation and public transit operators, a Unified Planning Work Program (UPWP) and budget that outlines transportation planning activities to be performed using Federal and state transportation funding in accordance with 23 C.F.R. Section 450.308.

Because the City of Madison provides staff services and is the fiscal agent for the MPO, the MPO’s budget is incorporated into the budget for the City’s Planning Division in the Department of Planning & Community & Economic Development. Preparation and review of the MPO Work Program and budget by the MPO staff and Board shall occur along the same general timeline as the City’s budget process to ensure coordination and consistency of the Work Program and budget and consistency between the budgets approved by the MPO and the City of Madison.

SECTION VII – MISCELLANEOUS

No member of the MPO Policy Board shall take any action, which may be interpreted as representing the view of the MPO Policy Board as a whole unless he/she has been authorized to do so by the Board as a body or by the Chair.

Suspension or Amendment to the Bylaws and Operating Rules and Procedures – The Board may suspend or amend these rules and procedures by a two-thirds vote of the total membership (10 members).

MPO Board members shall be governed by the Code of Ethics of their appointing governmental bodies. In the event that the appointing governmental body does not have a Code of Ethics, the Board member shall simply strive to maintain high moral and ethical standards, including avoidance of conflicts between their personal interests and their public responsibilities as Board members.

SECTION VIII – AMENDMENTS

The Madison Area TPB Bylaws and Operating Rules and Procedures may be amended at any meeting by a simple majority vote of the Board present, provided the item has been publicly noticed. Amendments may be initiated by Board members or the MPO Planning Manager.
Re:
Consideration of Creation of Congestion Management Subcommittee of the MPO’s Technical Coordinating Committee (TCC)

Staff Comments on Item:
A consultant, Ayres & Associates, has been hired to assist MPO staff in developing an enhanced Congestion Management Process (CMP) for the Madison Metropolitan Area that remedies current deficiencies in the process and meets all Federal requirements. A key goal of the project is to develop a framework for an ongoing coordinated and programmatic multi-agency effort to manage congestion in the region using multi-modal performance measures to identify and prioritize projects and strategies and a process for assessment of the effectiveness of implemented projects and strategies.

The project will be guided by a staff advisory committee. It is intended that this Congestion Management subcommittee of the TCC will be a permanent committee charged with overseeing the implementation and future updates of the CMP.

A committee roster has been put together and a project kickoff meeting has been held. It is very possible that some additional members will be added in the future. MPO staff is asking the Board to officially create the subcommittee and appoint the members.

Materials Presented on Item:
1. Proposed Congestion Management Subcommittee member list
2. Background information on the Congestion Management Process project

Staff Recommendation/Rationale:
Staff recommends approval.
# Madison Area Transportation Planning Board – An MPO Congestion Management Subcommittee of the Technical Coordinating Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation(s)</th>
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<tbody>
<tr>
<td>Sandy Beaupre</td>
<td>Planning Director, WisDOT Bureau of Planning</td>
</tr>
<tr>
<td>Drew Beck</td>
<td>Planning Manager, Metro Transit</td>
</tr>
<tr>
<td>Dave Dryer</td>
<td>City of Madison Traffic Engineer</td>
</tr>
<tr>
<td>Pam Dunphy</td>
<td>Assistant Commissioner, Dane County Public Works &amp; Transportation Dept.</td>
</tr>
<tr>
<td>Michael Hoelker</td>
<td>Region Planning Supervisor, WisDOT Southwest Region</td>
</tr>
<tr>
<td>Dave Jolicoeur</td>
<td>Community Planner, FHWA Wisconsin Division</td>
</tr>
<tr>
<td>Chris Petykowski</td>
<td>Engineer, City of Madison Engineering Dept.</td>
</tr>
<tr>
<td>Brian Smith</td>
<td>Traffic Engineer, City of Madison Traffic Engineering Division</td>
</tr>
<tr>
<td>Lisa Stern</td>
<td>Traffic Operations Engineer, WisDOT Southwest Region</td>
</tr>
<tr>
<td>Gus VanderWegen</td>
<td>Engineer, City of Fitchburg</td>
</tr>
<tr>
<td>Michael Waidlich</td>
<td>Planner, City of Madison Planning Division</td>
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</tbody>
</table>
Federal surface transportation legislation and metropolitan transportation planning regulations (23 C.F.R. Section 450) require that metropolitan planning organizations (MPOs) in regions with a population of more than 200,000 maintain a Congestion Management Process (CMP). The CMP is intended to be a systematic, transparent way for transportation planning agencies to identify and manage congestion, using performance measures to direct funding toward projects and strategies that are most effective for addressing congestion. The CMP is intended to augment and be folded into the overall metropolitan transportation planning process and also recognize other transportation goals. The planning regulations outline the requirements for the CMP, which must include (a) congestion management objectives and performance measures; (b) methods to monitor and evaluate the performance of the multi-modal transportation system, identify causes of recurring and non-recurring congestion, and identify strategies to address such congestion; and (c) a process to evaluate the effectiveness of implemented strategies.

The Madison Area Transportation Planning Board (TPB) – An MPO maintains a CMP, but it is mostly focused on (a) using the regional travel demand model to project 20+ year future traffic volumes and identify major roadway capacity expansion needs consistent with the MPO’s policy to explore Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies first and accept a Level of Service “D”; and (b) supporting corridor and area studies to further analyze and develop more specific project level recommendations using more detailed traffic operations modeling. There is not a coordinated, systematic process in place for examining problem corridors and intersections where lower cost, targeted TSM improvements and TDM strategies could enhance the operation of the current transportation system. There is also not a coordinated process in place for assessment of the effectiveness of implemented strategies and projects.

The Madison Area TPB has hired a consultant, Ayres & Associates, to assist MPO staff in developing an enhanced CMP for the Madison Metropolitan Area that remedies the above-mentioned deficiencies in the process and meets all Federal requirements. A key goal is to develop a framework for an ongoing coordinated and programmatic multi-agency effort to manage congestion in the region using multi-modal performance measures to identify and prioritize projects and strategies and a process for assessment of the effectiveness of implemented projects and strategies.

The consultant project involves development of the enhanced Congestion Management Process that (a) highlights congestion and safety problems on the Congestion Management System (CMS) network from a corridor and area perspective; (b) identifies congestion management strategies and projects recommended for each identified problem corridor and area as well as strategies applicable area wide; and (c) establishes a framework for on ongoing, coordinated multi-agency effort to manage congestion on the CMS network, including periodic assessment of the effectiveness of implemented strategies and projects. For the state roadway system, the report will primarily summarize the analyses and congestion management recommendations from recent and ongoing corridor studies of the Beltline, U.S. Highway 51, U.S. Highway 14, and Interstate 39/90 south of the Beltline as well as other studies such as the Southwest Region Freeway ITS Benefit/Cost Analysis. Recommendations will also be made regarding potential future enhancements to the CMP.
The effort will be guided by a staff advisory committee that will be a subcommittee of the MPO’s Technical Coordinating Committee. The committee will include representatives from WisDOT SW Region, WisDOT Central Office, Federal Highway Administration, Dane County Public Works, Highway & Transportation Dept., City of Madison Traffic Engineering Division, and other local public works departments. It is intended that the Congestion Management subcommittee will be a permanent committee charged with overseeing the implementation and future updates of the CMP.

The final product of the consultant project will be a Congestion Management Process report to be adopted by the MPO as a supplement to the MPO’s long-range regional transportation plan.
Re:
Consideration of Appointments to the MPO’s Citizen Advisory Committee

Staff Comments on Item:
Two current committee members, Dave Phillips and Steve Hiniker, have not been able to regularly attend meetings and both have agreed it is best if they step down from the committee. I have recruited two members to fill their slots. It is proposed that Delora Newton with the Greater Madison Chamber of Commerce be appointed to replace Phillips. She has considerable transportation policy experience and has been very involved with the Dane County RTA, including serving on the newly created RTA Advisory Council. She also participated on the Legislative Council Study Committee on RTAs. It is proposed that Kevin White be appointed to replace Hiniker. He is a planner with the consulting firm of Vierbicher Associates. His responsibilities include serving as the firm’s transportation planner along with assisting on land use and community development plans and projects.

I plan to continue to seek some additional members to represent some perspectives or interests that currently aren’t represented, including low-income, minority persons, suburban/rural residents, and the freight transportation industry.

Materials Presented on Item:
1. MPO Citizen Advisory Committee member list with proposed two new appointments

Staff Recommendation/Rationale:
Staff recommends approval.
# Madison Area Transportation Planning Board – An MPO Citizen Advisory Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation(s)</th>
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<tr>
<td>Fred Bartol</td>
<td>Dane Alliance for Rational Transportation</td>
</tr>
<tr>
<td>Ronn Ferrell</td>
<td>Dane Co. Supervisor, 15th District</td>
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<tr>
<td>Jessica Guo</td>
<td>UW-Madison School of Engineering</td>
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<td>Cristel Gjerde</td>
<td>League of Women Voters</td>
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<td>Steve Hiniker</td>
<td>1,000 Friends of Wisconsin</td>
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<td>Planner, Vierbicher Associates, Inc.</td>
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<td>Kevin White</td>
<td>1,000 Friends of Wisconsin</td>
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<tr>
<td>Greg Hull</td>
<td>Realtor; City of Madison Resident</td>
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<tr>
<td>Dave Phillips</td>
<td>Executive Director, Stoughton Chamber of Commerce</td>
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<tr>
<td>Delora Newton</td>
<td>Executive VP, Greater Madison Chamber of Commerce</td>
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<td>John Rider</td>
<td>Sierra Club – Four Lakes Group</td>
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<tr>
<td>Tom Stoebig</td>
<td>Dane Co. Supervisor, 17th District; AARP-Wisconsin</td>
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<tr>
<td>Eric Sundquist</td>
<td>Center on Wisconsin Strategy; Member of City of Madison Plan Commission and</td>
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<tr>
<td></td>
<td>Long-Range Transportation Planning Planning Committee</td>
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<tr>
<td>Royce Williams</td>
<td>ProRail; Madison Area Bus Advocates</td>
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</tbody>
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Re:
Presentation on Growth Forecasts and Allocation for the Regional Transportation Plan Update

Staff Comments on Item:
For the five-year interim update of the Regional Transportation Plan (RTP), the planning horizon year is being extended from 2030 to 2035. Because of an increase in the countywide Year 2035 population forecast by the Wisconsin Department of Administration’s Demographic Services Center since the RTP 2030 was adopted, 10-15 years of growth is actually being added to the previous Year 2030 forecasts.

To prepare updated travel forecasts, new forecasts of population, households, and employment have been made and allocated down to the traffic analysis zone (TAZ) level. The same approach has been used as was used for the RTP 2030. MPO staff has relied on the Capital Area Regional Planning Commission’s (RPC) Year 2035 population forecasts for the urban service areas and rural area with one minor adjustment transferring 4,500 in population from the rural area to the Central Urban Service Area. The countywide employment forecast was based on a labor supply analysis and the forecasts by urban service area were based largely on the population forecasts with some adjustments based on trends, land use plans, etc. Population, households, and employment have been allocated to the TAZs based upon local land use plans.

MPO staff had presented preliminary draft forecasts by urban service area/municipality early last year. Staff has now completed the allocation of growth down to the TAZ level. Some minor revisions have been made to the earlier forecasts based on this allocation process, but none that would significantly impact the travel forecasts.

Materials Presented on Item:
1. Final Draft Year 2035 Population, Household, Labor Force, and Employment Projections for Dane County and City of Madison
2. Final Draft Year 2035 Population, Household, and Employment Forecasts by Urban Service Area/Municipality
3. Map of Urban Service Areas
4. Table showing allocation of City of Madison growth by peripheral neighborhood
5. Map showing location of City of Madison peripheral neighborhood development plans

Staff Recommendation/Rationale:
For information and discussion only at this time
### Population Projections: 2000 - 2035

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<td>36.3</td>
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</tbody>
</table>

Source: U.S. Census Bureau (2000 data), Wisconsin Dept. of Administration (Jan. 1, 2010 estimates, 2035 county and 2030 municipal forecasts), Capital Area RPC (2035 urban service area pop. forecasts), and Madison Area TPB.

### Household Projections: 2000 - 2035

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Amount 2000 - 2035</td>
</tr>
<tr>
<td>Dane County</td>
<td>173,484</td>
<td>204,300</td>
<td>235,200</td>
<td>263,700</td>
<td>276,300</td>
<td>102,816</td>
</tr>
<tr>
<td>City of Madison</td>
<td>89,019</td>
<td>102,500</td>
<td>113,500</td>
<td>125,400</td>
<td>130,700</td>
<td>41,681</td>
</tr>
<tr>
<td>City as % of County</td>
<td>51.3</td>
<td>50.2</td>
<td>48.3</td>
<td>47.6</td>
<td>47.3</td>
<td>40.5</td>
</tr>
</tbody>
</table>
## Labor Force and Employment Projections: 2000 - 2035

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Forecast</td>
<td>Amount</td>
<td>Percent</td>
</tr>
<tr>
<td>County Civilian Labor Force</td>
<td>255,800</td>
<td>364,400</td>
<td>108,600</td>
<td>42.5</td>
</tr>
<tr>
<td>Total Working in County (94.7%)</td>
<td>242,300</td>
<td>345,100</td>
<td>102,800</td>
<td>42.4</td>
</tr>
<tr>
<td>Labor Force Imported from other Counties</td>
<td>33,900</td>
<td>68,100</td>
<td>34,200</td>
<td>101.0</td>
</tr>
<tr>
<td>County Employment (Place of Work)</td>
<td>285,000</td>
<td>422,000</td>
<td>137,000</td>
<td>48.1</td>
</tr>
<tr>
<td>City of Madison Employment (Place of Work)</td>
<td>186,500</td>
<td>266,800</td>
<td>80,300</td>
<td>43.1</td>
</tr>
<tr>
<td>City as % of County Employment</td>
<td>65.5</td>
<td>63.2</td>
<td>58.6</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau (2000 data), Wisconsin Dept. of Workforce Development (2000 data), Capital Area RPC (labor force forecast assumptions), and Madison Area TPB.
### 2035 Population and Household Forecasts
for Interim Update of the Regional Transportation Plan

| Urban Service Area (USA)/Municipality | 1980 % of 1990 % of 2000 % of 1/1/2010 2035 Forecast % of 2000-2035 % of 2000 2035 Forecast 2000-2035 HH Size 2035 HH Size |
|--------------------------------------|-------------------------------------------------|-------------------------------------------------|----------------------------------|-------------------------------------------------|----------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|
| C Madison                           | 170,616 52.7% 190,766 52.0% 208,054 48.9% 228,200 290,500 44.4% 82,446 36.3% 89,019 130,700 41,681 1.98 2.22 |
| C Fitchburg                         | 11,973 3.7% 15,648 4.3% 20,501 4.8% 23,690 36,300 5.6% 15,799 6.9% 8,262 15,500 7,238 2.18 2.34 |
| C Middleton                         | 11,779 3.6% 13,785 3.8% 15,770 3.7% 17,170 23,150 3.5% 7,380 3.2% 7,095 10,900 3,805 1.94 2.12 |
| V McFarland                         | 3,783 1.2% 5,232 1.4% 6,416 1.5% 7,383 11,600 1.8% 5,184 2.3% 2,434 4,650 2,216 2.34 2.49 |
| C Madison                           | 170,616 52.7% 190,766 52.0% 208,054 48.9% 228,200 290,500 44.4% 82,446 36.3% 89,019 130,700 41,681 1.98 2.22 |
| C Fitchburg                         | 11,973 3.7% 15,648 4.3% 20,501 4.8% 23,690 36,300 5.6% 15,799 6.9% 8,262 15,500 7,238 2.18 2.34 |
| C Middleton                         | 11,779 3.6% 13,785 3.8% 15,770 3.7% 17,170 23,150 3.5% 7,380 3.2% 7,095 10,900 3,805 1.94 2.12 |
| V McFarland                         | 3,783 1.2% 5,232 1.4% 6,416 1.5% 7,383 11,600 1.8% 5,184 2.3% 2,434 4,650 2,216 2.34 2.49 |

**Central Urban Service Area Total**

<table>
<thead>
<tr>
<th>2035 Forecast</th>
<th>% of Population</th>
<th>2000-2035</th>
<th>% of Population</th>
<th>2000</th>
<th>2035 Forecast</th>
<th>2000-2035</th>
<th>% of Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>378,200</td>
<td>57.8%</td>
<td>109,350</td>
<td>48.1%</td>
<td>114,683</td>
<td>171,000</td>
<td>56,317</td>
<td>1.94</td>
</tr>
</tbody>
</table>

**Notes:**
1. Wisconsin Dept. of Administration Demographic Services Center 2035 County population forecast used as control total.
2. CARPC population forecasts for urban service areas used, but small adjustment to increase the CUSA pop. forecast by 4,550 and reduce the small USA and rural area forecast correspondingly.
# 2035 Employment Forecasts
## for Interim Update of the Regional Transportation Plan

<table>
<thead>
<tr>
<th>Urban Service Area (USA)/Municipality</th>
<th>1990 Emp (Adj)</th>
<th>% of County</th>
<th>Pop/Emp Ratio</th>
<th>2000 Emp (Adj)</th>
<th>% of County</th>
<th>Pop/Emp Ratio</th>
<th>2035 Forecast</th>
<th>% of County</th>
<th>2000-2035 Change</th>
<th>% of County Chg</th>
<th>Pop/Emp Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Madison</td>
<td>166,339</td>
<td>72.0%</td>
<td>1.15</td>
<td>186,549</td>
<td>65.5%</td>
<td>1.12</td>
<td>266,800</td>
<td>63.2%</td>
<td>80,251</td>
<td>58.6%</td>
<td>1.09</td>
</tr>
<tr>
<td>City of Fitchburg</td>
<td>4,097</td>
<td>1.8%</td>
<td>3.82</td>
<td>8,132</td>
<td>2.9%</td>
<td>2.52</td>
<td>16,150</td>
<td>3.8%</td>
<td>8,018</td>
<td>5.9%</td>
<td>2.25</td>
</tr>
<tr>
<td>City of Middleton</td>
<td>7,496</td>
<td>3.2%</td>
<td>1.84</td>
<td>13,873</td>
<td>4.9%</td>
<td>1.14</td>
<td>20,100</td>
<td>4.8%</td>
<td>6,227</td>
<td>4.5%</td>
<td>1.15</td>
</tr>
<tr>
<td>Village of McFarland</td>
<td>1,614</td>
<td>0.7%</td>
<td>3.24</td>
<td>2,381</td>
<td>0.8%</td>
<td>2.69</td>
<td>4,100</td>
<td>1.0%</td>
<td>1,719</td>
<td>1.3%</td>
<td>2.83</td>
</tr>
<tr>
<td>Central Urban Service Area Total</td>
<td>191,976</td>
<td>83.1%</td>
<td>1.28</td>
<td>228,317</td>
<td>80.1%</td>
<td>1.18</td>
<td>323,300</td>
<td>76.6%</td>
<td>94,983</td>
<td>69.3%</td>
<td>1.17</td>
</tr>
<tr>
<td>City of Sun Prairie</td>
<td>7,045</td>
<td>3.0%</td>
<td>2.18</td>
<td>9,074</td>
<td>3.2%</td>
<td>2.24</td>
<td>18,450</td>
<td>4.4%</td>
<td>9,376</td>
<td>6.8%</td>
<td>2.37</td>
</tr>
<tr>
<td>City of Stoughton</td>
<td>4,634</td>
<td>2.0%</td>
<td>1.90</td>
<td>6,110</td>
<td>2.1%</td>
<td>2.02</td>
<td>9,200</td>
<td>2.2%</td>
<td>3,090</td>
<td>2.3%</td>
<td>2.38</td>
</tr>
<tr>
<td>City of Verona</td>
<td>2,133</td>
<td>0.9%</td>
<td>2.52</td>
<td>3,611</td>
<td>1.3%</td>
<td>1.95</td>
<td>12,550</td>
<td>3.0%</td>
<td>8,939</td>
<td>6.5%</td>
<td>1.53</td>
</tr>
<tr>
<td>Village of DeForest</td>
<td>1,666</td>
<td>0.7%</td>
<td>2.93</td>
<td>2,926</td>
<td>1.0%</td>
<td>2.52</td>
<td>8,300</td>
<td>2.0%</td>
<td>5,374</td>
<td>3.9%</td>
<td>1.57</td>
</tr>
<tr>
<td>Village of Waunakee</td>
<td>1,725</td>
<td>0.7%</td>
<td>3.42</td>
<td>4,387</td>
<td>1.5%</td>
<td>2.05</td>
<td>9,900</td>
<td>2.3%</td>
<td>5,513</td>
<td>4.0%</td>
<td>2.14</td>
</tr>
<tr>
<td>Village of Cottage Grove</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>1,065</td>
<td>0.4%</td>
<td>3.81</td>
<td>3,750</td>
<td>0.9%</td>
<td>2,685</td>
<td>2.0%</td>
<td>3.15</td>
</tr>
<tr>
<td>Village of Oregon</td>
<td>1,687</td>
<td>0.7%</td>
<td>2.68</td>
<td>2,482</td>
<td>0.9%</td>
<td>3.03</td>
<td>4,950</td>
<td>1.2%</td>
<td>2,468</td>
<td>1.8%</td>
<td>3.18</td>
</tr>
<tr>
<td>Village of Mt. Horeb</td>
<td>1,404</td>
<td>0.6%</td>
<td>2.98</td>
<td>2,038</td>
<td>0.7%</td>
<td>2.88</td>
<td>3,900</td>
<td>0.9%</td>
<td>1,862</td>
<td>1.4%</td>
<td>3.03</td>
</tr>
<tr>
<td>Village of Marshall</td>
<td>658</td>
<td>0.3%</td>
<td>3.54</td>
<td>738</td>
<td>0.3%</td>
<td>4.65</td>
<td>1,240</td>
<td>0.3%</td>
<td>502</td>
<td>0.4%</td>
<td>4.84</td>
</tr>
<tr>
<td>Village of Cross Plains</td>
<td>1,060</td>
<td>0.5%</td>
<td>2.23</td>
<td>2,028</td>
<td>0.7%</td>
<td>1.52</td>
<td>2,950</td>
<td>0.7%</td>
<td>922</td>
<td>0.7%</td>
<td>1.89</td>
</tr>
<tr>
<td>Larger Outer USAs Total</td>
<td>22,012</td>
<td>9.5%</td>
<td>2.49</td>
<td>34,459</td>
<td>12.1%</td>
<td>2.30</td>
<td>75,190</td>
<td>17.8%</td>
<td>40,731</td>
<td>29.7%</td>
<td>2.26</td>
</tr>
<tr>
<td>Smaller USAs &amp; Rural Total</td>
<td>17,114</td>
<td>7.4%</td>
<td>3.80</td>
<td>22,240</td>
<td>7.8%</td>
<td>3.37</td>
<td>23,510</td>
<td>5.6%</td>
<td>1,270</td>
<td>0.9%</td>
<td>4.14</td>
</tr>
<tr>
<td>County Total</td>
<td>231,102</td>
<td>1.59</td>
<td>1.59</td>
<td>285,016</td>
<td>1.50</td>
<td>422,000</td>
<td>136,984</td>
<td>1.55</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau (1990 and 2000 data), Wisconsin Dept. of Workforce Development (2000 data), Capital Area RPC (labor force forecast assumptions), and Madison Area TPB.

Notes:
1. 1990 and 2000 employment from U.S. Census, but adjusted up by 5% to account for persons with 2+ jobs.
2. Population/employment ratio calculated using draft MPO population forecasts for urban service areas, which closely follow the Capital Area RPC’s forecasts, but shift 4,550 population from the smaller USAs and rural area to the Central Urban Service Area.
3. Central urban service area also includes City of Monona, Village of Maple Bluff, Village of Shorewood Hills, and Town of Madison.
## City of Madison Peripheral Neighborhoods - Pop, HH, Employment Year 2035 Growth Allocations

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Population</th>
<th>Housing Units</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>'00-'35 Chg.</td>
<td>2035 Total</td>
<td>'00-'35 Chg.</td>
</tr>
<tr>
<td><strong>WEST SIDE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elderberry</td>
<td>5,070</td>
<td>5,277</td>
<td>2,398</td>
</tr>
<tr>
<td>Pioneer</td>
<td>7,569</td>
<td>7,740</td>
<td>3,884</td>
</tr>
<tr>
<td>Mid-Town &amp; Hawk's Landing &amp; Shady Oaks</td>
<td>5,158</td>
<td>5,446</td>
<td>2,468</td>
</tr>
<tr>
<td>High Point-Raymond</td>
<td>7,182</td>
<td>10,289</td>
<td>3,609</td>
</tr>
<tr>
<td>Blackhawk &amp; Cross Country &amp; Junction &amp; Old Sauk Trails</td>
<td>8,583</td>
<td>13,337</td>
<td>4,249</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>33,562</td>
<td>42,089</td>
<td>16,608</td>
</tr>
<tr>
<td>Other West side infill areas</td>
<td>2,386</td>
<td>1,161</td>
<td></td>
</tr>
<tr>
<td><strong>West side Grand Total</strong></td>
<td><strong>35,948</strong></td>
<td><strong>17,769</strong></td>
<td><strong>29,608</strong></td>
</tr>
<tr>
<td><strong>EAST SIDE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sprecher</td>
<td>7,803</td>
<td>8,349</td>
<td>4,006</td>
</tr>
<tr>
<td>Marsh</td>
<td>3,464</td>
<td>4,126</td>
<td>1,603</td>
</tr>
<tr>
<td>Rattman (American Center)</td>
<td>821</td>
<td>1,006</td>
<td>435</td>
</tr>
<tr>
<td>Hanson</td>
<td>704</td>
<td>838</td>
<td>352</td>
</tr>
<tr>
<td>Felland &amp; Northeast</td>
<td>11,392</td>
<td>12,125</td>
<td>5,660</td>
</tr>
<tr>
<td>Pumpkin Hollow</td>
<td>4,606</td>
<td>5,417</td>
<td>2,085</td>
</tr>
<tr>
<td>Cottage Grove &amp; Nelson &amp; East Towne/Burke Heights</td>
<td>5,261</td>
<td>11,360</td>
<td>2,676</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>34,051</td>
<td>43,221</td>
<td>16,817</td>
</tr>
<tr>
<td>Other East side infill areas</td>
<td>2,466</td>
<td>1,214</td>
<td></td>
</tr>
<tr>
<td><strong>East side Grand Total</strong></td>
<td><strong>36,517</strong></td>
<td><strong>18,031</strong></td>
<td><strong>45,243</strong></td>
</tr>
<tr>
<td><strong>CBD/Greater Isthmus Total</strong></td>
<td><strong>10,724</strong></td>
<td><strong>6,202</strong></td>
<td><strong>5,200</strong></td>
</tr>
<tr>
<td><strong>West side % of City Total</strong></td>
<td></td>
<td></td>
<td><strong>42%</strong></td>
</tr>
<tr>
<td><strong>East side % of City Total</strong></td>
<td></td>
<td></td>
<td><strong>43%</strong></td>
</tr>
<tr>
<td><strong>CBD/Isthmus % of City Total</strong></td>
<td></td>
<td></td>
<td><strong>15%</strong></td>
</tr>
<tr>
<td><strong>City of Madison Grand Total</strong></td>
<td><strong>83,190</strong></td>
<td><strong>42,002</strong></td>
<td><strong>80,051</strong></td>
</tr>
</tbody>
</table>
City of Madison
Neighborhood Development Plan Areas, 2011