

Greater Madison Metropolitan Planning Organization (MPO)

July 1, 2026 | Meeting Minutes

Virtual Meeting Hosted via Zoom, [Recording Here](#)

Wood called the meeting to order at 6:30 p.m.

1. Roll Call and Introductions

Members present: Clement Abongwa, Colin Barushok, John Duncan, Michelle Howe, Lisa Janairo, Noah Lieberman, Julia Matthews, Adrienne Nienow, Ellen Zhang, Christof Spieler, and Bill Jetzer.

Members absent/excused: Liz Callin (excused)

MPO staff present: Alex Andros, Ben Lyman

Others present in an official capacity: Michelle Elias, WisDOT

2. Approval of June 3, 2026, Meeting Minutes

Action: Matthews moved, Jetzer seconded, to approve the June 3, 2026 meeting minutes. Motion carried.

3. Communications

None.

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

None.

5. Introduction and welcome of new Policy Board members

6. Public Hearing for Major Amendment to the 2025-2029 Transportation Improvement Program (TIP)

STBG-Urban Project:

- a. Mineral Point Road (Beltline Highway to S. High Point Road Intersection) Pavement Replacement (REVISE, Change Scope and Timing, Decrease Local Funding, Decrease Construction Cost)

Andros provided an overview of the TIP amendment process for new Policy Board members and noted that changes to the TIP amendment process will be proposed in the near future.

She explained that due to cost increases, Madison is splitting the transportation portion of this project from the stormwater portion of the project, which reduces the total project cost in the TIP.

7. MPO 2026 Resolution No. 13 Approving Amendment No. 23 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

STBG-Urban Project:

- a. Mineral Point Road (Beltline Highway to S. High Point Road Intersection) Pavement Replacement (REVISE, Change Scope and Timing, Decrease Local Funding, Decrease Construction Cost)

Andros presented on STBG-U funded projects in general, and specifically on how proposed Resolutions No. 13 and 14 relate as federal funds are shifted between previously-selected projects to ensure that available funding is retained within the region.

Jetzer noted that the packet states that a path along the north side of the road would also be constructed as part of the project, but that this path already exists. Staff verified that the path does currently exist.

Jetzer questioned the high cost of the project given its short length. Jetzer also questioned what is happening with the stormwater portion of the project; Andros clarified that it is still taking place, but on a separate timeline. Jetzer asked about the materials to be used in the reconstruction, asphalt or concrete. Spieler verified that the project has already been reviewed and recommended for approval by the MPO's Technical Coordinating Committee, where this type of detail is more pertinent. Lieberman asked about the timing impacts on other STBG-U funded projects and verified that the CTH MM/Rimrock Road projects (Item 8) would not be impacted.

Action: Lieberman moved, Abongwa seconded, to approve MPO 2026 Resolution No. 13 Approving Amendment No. 23 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

8. MPO 2026 Resolution No. 14 Approving Amendment No. 24 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

STBG-Urban Projects:

- a. CTH MM/Rimrock Road (McCoy Road to USH 12/18) Pavement Replacement (REVISE, Increase STBG-Urban Funding, Decrease Local Funding)
- b. CTH MM/Rimrock Road (USH 12/18 to CTH MC/John Nolen Drive) Pavement Replacement (REVISE, Increase STBG-Urban Funding, Decrease Local Funding)

Lyman clarified that federal funds are allocated by Federal Fiscal Years (FY), but the TIP listings are by Calendar Years (CY), so a given project may be scheduled in different FY and CY. Abongwa expanded on this that the State has a different Fiscal Year than the Federal Fiscal Year. Elias provided clarification on the dates of each of these different types of years.

Andros presented on the proposed amendment, and explained that these changes are necessary in order to retain the funds not expended on the Mineral Point Road project in Item 7.

Action: Jetzer moved, Matthews seconded, to approve MPO 2026 Resolution No. 14 Approving Amendment No. 24 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

9. MPO 2026 Resolution No. 15 Approving Amendment No. 25 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WisDOT Project:

- a. Interstate 39/90 (Off Ramp to WB STH 30) (Bridge over EB I-39/90 and EB STH 30) Bridge Rehabilitation (NEW, Design in 2026, Construction in 2031)

Andros presented on the proposed amendment.

Action: Abongwa moved, Spieler seconded, to approve MPO 2026 Resolution No. 15 Approving Amendment No. 25 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried.

10. MPO 2026 Resolution No. 16 Amending the Active Transportation Plan for Dane County

Lyman presented on the proposed amendment, explaining that changes to the MPO's recommended definitions of "e-Moto" and "Micromobility Device" did not meet the intent and did not match graphics developed to display the definitions.

Lieberman questioned variations in language between the two definitions, such as “top assisted speed” compared to “top speed” and asked if there was a specific reason for the difference. Barushok spoke to concerns that he hears about high speeds on bicycle and pedestrian trails. Jetzer raised a concern about trishaws and how they would be classified, as well as his previously-raised concerns about box bikes and their motor wattage and wondered how they would be classified. Lyman clarified that the devices Jetzer is referring to actually do meet Class 1-3 requirements and do not have motors in excess of 750 W. Abongwa asked how this ordinance would be enforced; Lyman clarified that this resolution only adopts guidance for communities, it does not establish law. Abongwa responded that he thinks it should be adopted as consistent law.

Spieler pointed out that every bike and e-bike is capable of speeds higher than 28 mph, and that the definition does need to include language specifying electric motor assistance topping out at 28 mph. Additionally, the micromobility device definition as written does not apply to devices that go less than 28 mph. Lieberman offered amendments to the definitions, and members asked to see the language on the screen in the resolution. *(New language is shown below in underlined text)*

“E-moto” means any type of electric bicycle, scooter, or other device capable of speeds greater than 28 mph under electric power that is not elsewhere defined in state law.

“Micromobility device” includes a broad range of lightweight electric-powered vehicles, not elsewhere defined under state law, that serve as personal mobility devices and have a top assisted speed of no more than 28 mph.

Members discussed the rules of order and how to proceed with amending the language.

Action: Lieberman moved, Nienow seconded, to approve MPO 2026 Resolution No. 16 Amending the Active Transportation Plan for Dane County. Motion carried.

11. Announcements and Staff Reports

a. Week Without Driving (WWD) 2027

October 1-8, 2027

b. Municipal guidance for e-devices video series

c. MPO tasks for the remainder of the year:

- Pathways to 2050
- TSMO Plan
- 2027 UPWP
- 2027-2031 TIP

12. Adjournment

Jetzer moved to adjourn, Spieler seconded. Motion carried. The meeting adjourned at 7:31 p.m.

Next meeting: Wednesday, August 5, 2026, virtual