

**Greater Madison Metropolitan Planning Organization (MPO)**  
**August 6, 2025, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

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

**1. Roll Call and Introductions**

**Members present:** Richelle Andrae, Cassandra Benedict, Liz Callin, John Duncan, Michelle Ellias, Derek Field, Bill Jetzer, Adrienne Nienow, Christof Spieler, Kristi Williams, Doug Wood

**Members absent/excused:** Clement Abongwa (absent), MGR Govindarajan (absent), Barbara Harrington-McKinney (absent)

**MPO staff present:** Alex Andros, Julia Healy, David Kanning, Dan Seidensticker, Kayla Haas

**Others present in an official capacity:** Jenny Kobryn (WisDOT)

**2. Approval of June 4, 2025, Meeting Minutes**

**Action:** Williams moved, Benedict seconded, to approve the June 4, 2025, meeting minutes. Motion carried.

**3. Communications**

- a. WisDOT TIP Amendment approval letter (letter dated 7/7/2025)
- b. Update on *Charge Up Dane County* Program message (7/29/2025 email message)

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

- Harald Kliem's requested comment for items not on agenda (7/1/2025 email message)
- Kayla Haas described the MPO's support for regional planning of the annual Week Without Driving

**5. Public Hearing on Amendment to the 2025-2029 Transportation Improvement Program**

- Add Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project to the 2025-2029 Transportation Improvement Program

Andros noted that one comment had been received in opposition to the TIP amendment.

**6. MPO 2025 Resolution No. 11 Approving Amendment No. 7 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

- Glacial Drumlin Trail Project (I-39/90 to Buckeye Road) sponsored by Dane County (Increase STBG-Urban funding; Const. in 2027)
- Southdale Bike Path (McCoy Road to Englehart Drive) CRP Project, sponsored by the City of Fitchburg (NEW; Const. in 2028)
- CTH V Path (River Road to N. Main Street) CRP Project, sponsored by the Village of DeForest (NEW, Const. in 2028)
- Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project (NEW; Design, Real Estate, and Program Control & Corridor Tasks starting in 2025)
- STH 78 (West Village of Mount Horeb Limits to STH 92) Pavement Replacement Project (NEW, Design in 2025)
- Curb Management Plan CRP Project, sponsored by the City of Madison (NEW; Implementation in 2026)
- LED StreetLight Conversion CRP Project, sponsored by the City of Middleton (NEW;

Implementation in 2026)

- Fire Engine Emissions Mitigation CRP Project, sponsored by the City of Sun Prairie (NEW; Implementation in 2026)
- Vinburn Road (N. Towne Road to Railroad, East of Main Street) Reconstruction Project sponsored by the Village of DeForest (Increase STBG-Urban funding, Const. in 2027)
- Bailey Road (Forward Drive to Grove Street/CTH N) STBG-Urban Reconstruction Project sponsored by the Town of Sun Prairie (Remove project scheduled for 2027)

Kanning described the major TIP amendment project, the Interstate 39/90/94 Reconstruction and Capacity Expansion project. He also clarified that the meeting packet includes a revised project listing with additional project details; these details were included in the public notice of the major TIP amendment but were not in the original draft project listings. Other projects in the TIP amendment are minor TIP amendments, and Kanning described each of these.

Field asked about final design decisions for the Interstate project in regards to the roadway section; Kobryn clarified that the full modernization option was selected over the flex lane option. Callin mentioned the WisDOT funding policy for local components of projects, and how that policy is affected by federal funding for the project. The City of Madison has submitted comments on this in the past and those comments were included in the FEIS for the project. WisDOT's policy is to exclude federal funds from the calculation of local share, and the City of Madison has taken the position that those federal funds should be applied to the local share not just the state share of the project.

Jetzer pointed out that no motion had been made and that discussion without a motion was not appropriate.

Callin moved to approve the TIP amendment with the condition that local municipal participation in project components requiring a local contribution per WisDOT policy be calculated based on the non-federal share of the cost for new crossings and facilities. Jetzer seconded.

Wood asked what the impact of that condition would be on the project. Elias stated that it would go against WisDOT's policies. She clarified that in the case of expanding an existing two-lane overpass to a four-lane overpass at the City's request, replacement of the existing overpass would be fully funded by WisDOT and USDOT; the City's 50% local match requirement is a result of their request to double the size of the overpass.

Wood asked Andros what the effect of this proposed condition would be on the MPO's approval of the project, and if it would just be a mark of protest or if it would have ramifications. Andros stated that she would have to look into it to give an exact answer, but that she has seen instances where projects are excluded from the TIP as a formal protest. She offered to look into it and come back with a more detailed answer if the Board postponed action on the amendment. Wood asked if there was a particular deadline by which this TIP amendment needs to be approved. Elias stated that without an approved TIP amendment, the project cannot be put into the STIP and cannot be assigned IDs that allow design work to commence. Kobryn stated that WisDOT and the City of Madison are currently working on cost share agreements for this project and that they work together closely to develop those agreements; this amendment would not preclude those discussions.

Jetzer asked if Callin could provide an idea of the scope of this issue. Callin replied that it would only affect new facilities that would otherwise be eligible for federal funding, but are precluded from receiving federal funding by WisDOT policy. Elias stated that historically, some projects have had federal funding identified until they went to let, when all federal funding was removed, and that in such cases the proposed condition would be null and void. Spieler suggested that for projects with no federal funding, this condition would not change anything. Elias stated that changing a statewide policy, or allowing an exemption for one project, would be very problematic. Callin stated that she feels it would be appropriate for the MPO Policy Board to request an

amendment to the statewide funding policy for this project, and that is what her motion requests. Spieler reiterated that this position has been recorded in the City's comments to WisDOT on the project many times. Jetzer posed the example of a \$100 project of which WisDOT and the locality are both to pay \$50, and that any federal funds for the project are only being applied to the WisDOT portion of the funding, not to the local share. Callin stated that that was how she understood the policy. Ellias stated that she didn't quite agree with that interpretation, and posed the Hoepker Rd. Interchange as an example: the replacement of the existing two-lane overpass and all new on- and off-ramps would be entirely paid for by WisDOT and federal funds; only the two new overpass lanes requested by the City of Madison result in any local funds being required for the project, of which Madison would be required to pay 50%. Kobryn stated that in its entirety, this is an \$4 billion project, and the state budget includes funding for it to begin, and that pushing the schedule out could affect the project in larger ways. Wood asked when construction is planned to begin. Kobryn stated that construction of the north portion of the project is scheduled to begin in 2029. Wood asked for clarification that a one-month delay would affect construction four years from now, and Kobryn replied that it would have larger ramifications than people might expect.

Field offered an amended motion to postpone action on the major TIP amendment project until the next meeting. Andrae seconded. Field clarified that he wants to have a better understanding of what needs to be approved for the larger project, and what is a question of local contribution that can be further refined.

Jetzer stated that he is uncomfortable having one resolution with multiple carbon-reduction projects and a single project that will increase emissions, and that he would prefer them to be considered separately. Field clarified that his motion is only to defer action on the I-39/90/94 major TIP amendment and not the other projects that require minor TIP amendments.

Ellias stated that very few portions of the project require local cost share, largest among them being the Hoepker Rd interchange. Kobryn confirmed that aside from a few sidewalks and other small components, no other parts of the project require local cost share.

**Action:** Motion to refer action on the major TIP amendment for the I-39/90/94 projects to the next meeting carried.

Jetzer moved, Field seconded, to approve the minor TIP amendment projects. Motion carried.

**7. Presentation: Primer on MPOs (Part 2) – history, funding, & UPWP**

Andros presented.

**8. Presentation: Tour of new Story Map**

Healy presented.

**9. Discussion of Potential Future MPO Work Program Planning Activities**

Andros described major 2026 work program activities.

**10. Announcements and Staff Reports**

- TSMO Plan consultant on board and planning process will soon be underway
- Smart Growth America ranked our Complete Streets Policy #11 best new CS Policy in the nation for 2023-2024! <https://www.smartgrowthamerica.org/signature-reports/best-complete-streets-rankings/>
- Federal funding update
- Active Transportation Plan updates
- Progress on OCR and rail crossings
- Report from Capital Area Regional Planning Commission (CARPC)

**11. Adjournment**

Andrae moved to adjourn, Williams seconded. Motion carried. The meeting adjourned at 7:57 p.m.

**Next meeting:** Wednesday, September 3rd, 2025