

Greater Madison Metropolitan Planning Organization (MPO)
September 3, 2025, Meeting Minutes

Virtual Meeting hosted via [Zoom](#)

Wood called the meeting to order at 6:31 p.m.

1. Roll Call and Introductions

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

Members absent/excused: Derek Field (excused), MGR Govindarajan (excused), Barbara Harrington-McKinney (absent)

MPO staff present: Alex Andros, David Kanning, Prasad Packirisamy, Kayla Haas, Bill Holloway, Ben Lyman

Others present in an official capacity: Jenny Kobryn (WisDOT), Scott Lee & Christos Achillides (Iteris Inc.), Forbes McIntosh (Dane County Cities and Villages Association)

2. Approval of August 6, 2025, Meeting Minutes

Action: Duncan moved, Jetzer seconded, to approve the August 6, 2025, meeting minutes. Motion carried.

3. Communications

None.

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

None.

5. MPO 2025 Resolution No. 12 Support for a Week Without Driving

Haas provided an overview of a Week Without Driving. *Week Without Driving* is a nationwide challenge that invites community members, elected officials, transportation planners, and policymakers, to go one week—or even just one day or one trip—without driving their personal vehicle. The goal is to give people, especially those who design or influence our transportation system, an opportunity to experience firsthand the barriers faced by nondrivers, including older adults, youth, low-income individuals, people with disabilities, and those who cannot afford a car or fuel. Supporting this initiative aligns with the Greater Madison MPO’s mission to advance collaborative planning and funding for a sustainable regional transportation system. It also reinforces the goals of the MPO’s RoundTrip program, which promotes carpooling and other car-free travel options.

Wood stated that the Mayor of Monona would be issuing a proclamation in support of the initiative and asked if any other communities planned to participate. Haas stated that Verona, Middleton, Madison, Sun Prairie, Fitchburg, possibly Waunakee, CARPC, and Dane County would be participating. The MPO is also working with Senator Melissa Ratcliff’s office on a citation recognizing all organizations working with the MPO.

Action: Andrae moved, Benedict seconded, to approve the resolution. Motion carried.

6. Introduction of the Transportation Systems Management and Operations Plan (TSMO) Project

Andros introduced Christos Achillides and Scott Lee of Iteris, Inc. Lee, project manager, provided an overview of the Transportation Systems Management and Operations Plan (TSMO) project. Lee described project goals, provided an overview of the project scope, and described the project schedule. The project began in August and will conclude by October 2026, although it could be finished before then. Jetzer asked for a high-level overview of intelligent transportation systems already deployed, and what the region needs. Lee responded that he has general working knowledge of the region's inventory, and that Toole Design and the UW will develop a comprehensive inventory. As part of the inventory process, they will ask communities for their input on functionality of existing intelligent transportation systems.

7. Preliminary Award of Section 5310 (Enhanced Mobility of Senior & Individuals with Disabilities) Program 2026 Funding

Lyman provided an overview of the Section 5310 program. He stated that it is an annual funding program; applications are solicited in June and due to the MPO in August. Recommendations are then developed by MPO staff and presented to the Policy Board. The Section 5310 program is intended to fund transportation over and above the ADA required minimums for seniors and people with disabilities.

Lyman described the revised Draft 2026 Section 5310 Program of Projects for the Madison Area, which includes Metro Transit Paratransit Eligibility & Mobility Coordinator position; Dane County's One-Call Center Mobility Management Project; NewBridge Madison's Driver Salary, Benefits, and Operations project; and the City of Madison's Grant Administration project. Lyman also provided an overview of the Project Descriptions, which shows requested funding and recommended funding. Jetzer asked if Fitchburg's desire for all-day service for routes 65 and 75 was factored in the paratransit budget. Lyman stated that Section 5310 funding, by definition, is funding over and above minimum ADA requirements, which includes the $\frac{3}{4}$ mile service radius for paratransit from all day fixed-route service. Lyman said that he has communicated with Jill McHone from the Fitchburg Senior Center about potentially seeking funding for a vehicle that they could use to shuttle people to and from the senior center rather than having to contract with private providers. Jetzer stated that one of the issues is that people are bound by the bus schedules, which shorten the amount of time they are able to spend at the senior center.

Lyman noted that Transit Solutions Incorporated does a lot of work for them through the Dane County Call Center, the Group Access Service (GAS) and the Rural Senior Group (RSG). Jetzer said that if Route 65 gets upgraded to all-day service, it would go right by the civic campus. That would open paratransit for most of the people who need a ride. However, it may still be beneficial to find out how many people who wish to visit the senior center are not within $\frac{3}{4}$ of a mile of the route. Lyman added that the RSG program provides rides for those outside the Metro service area; the GAS program provides rides for those within the Metro service area. There is a built-in shift for how those rides will be provided; these programs will supplement paratransit.

Action: Jetzer moved, Williams seconded, to approve the preliminary Section 5310 funding award, as identified on the revised Program of Projects slide presented to the Board. Motion carried.

8. MPO 2025 Resolution No. 13 Approving Creation of a Project Funding Workgroup

Andros summarized the purpose of the proposed workgroup. The Work Group will work with WisDOT and municipalities to gain a better understanding of the state cost-share policy for state-lead transportation projects. Wood encouraged members of the board to contact Andros if they were interested in participating. Wood indicated that he would make appointments to the workgroup, and that he intended to appoint himself. Callin added that the memo describes discussions about this topic and questions introduced at the last meeting. She thanked WisDOT staff for meeting with City of Madison staff to discuss the topic following the last board meeting and indicated that she looks forward to learning more about the policy through the workgroup. Wood asked Ellias if WisDOT is willing to participate. Ellias said that she or staff from DTIM would participate.

Action: Jetzer moved, Williams seconded, to approve the creation of a Project Fundin Workgroup. Motion carried.

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

- 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)

Andros introduced the item and mentioned that one person registered in opposition to the item, Nicholas Davies. Kanning provided a presentation on WisDOT's request to add the Interstate 39/90/94 (Beltline Highway to North County Line) Reconstruction and Capacity Expansion project.

Nicholas Davies, City of Madison resident, indicated that he did not support the proposed capacity expansion because it would harm the community and the physical/natural environment. He indicated that there was very limited value in adding new interchanges at Hoepker Road and Milwaukee Street. He asked the board to delay the project until it becomes more worthwhile or indefinitely. Benedict asked if any changes to the project have been made since the last meeting. Andros said that no changes had been made.

Jetzer thanked Davies for his comments and indicated his agreement with them. He stated that the Interstate already has sufficient capacity; we just choose not to utilize it with efficient modes of transportation. Nienow agreed with Davies comments and supported Jetzer's comments. Nienow stated that she supports reconstruction to improve safety, but has serious concerns about the proposed capacity expansion, since it would create induced demand and increase traffic volumes. She proposed to amend the resolution by striking references to capacity expansion. Jetzer said that the project would add general purpose lanes, auxiliary lanes, and collector-distributor lanes. As a result, one section of the interstate would have 12 lanes. Jetzer asked Nienow if she had thoughts about the proposed auxiliary lanes or collector-distributor lanes. Jetzer stated that the auxiliary and collector-distributor lanes may improve safety, but that safety gains could be negated by an increase in traffic volumes from induced demand. Nienow responded that she is only proposing to strike the added general-purpose lanes from the project.

Ellias stated that two corridor-wide project IDs lie within the MPO Planning Area. If the resolution is amended to remove the capacity expansion, the entire project will be delayed

because project controls and corridor management are needed for the entire corridor from Madison to Wisconsin Dells. Jenny Kobryn stated that a lot went into the process for determining whether a capacity expansion was necessary. She described the safety improvements that will be made by extending the northbound Interstate lane that drops north of the Beltline Interchange. She added that the added capacity on the Interstate will reduce traffic on Stoughton Road, adjacent county roads, and local roads. Wood asked if the effective result of removing the capacity expansion component of the project would be to stop the project. Kobryn stated that the design and approval process would need to start over if that occurs. Callin said that the previous board shared similar concerns, but expressed that the project has gone through the environmental process. Many of the municipalities along the route have been engaged in the environmental review process, providing comments on both the expansion and mitigation strategies. Callin indicated that although she shares some of the same concerns expressed tonight, it is also important to respect the multi-year process that has gotten us to this point, the Final Environmental Impact Statement, and the Record of Decision.

Abongwa stated that he understands and appreciates the fact that these concerns are being raised. He indicated that the proposal to expand the number of lanes was not made arbitrarily; they are adding lanes to accommodate anticipated future traffic demand for several decades.

Nienow moved, Jetnzer seconded, to remove the capacity expansion component of the project that would add general purpose lanes. Motion failed.

Williams moved, Benedict seconded, to approve Resolution No. 14 Approving Amendment No. 8 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Motion carried, with Nienow and Jetzer voting Nay.

10. Presentation on 2023-2024 Traffic Safety Snapshot and Dane County Traffic Safety Commission Initiative

Packirisamy provided a presentation on the 2023-2024 Annual Traffic Safety Snapshot. He provided an overview of the Dane County Traffic Safety Commission and an overview of crashes that occurred in Dane County in 2023-2024.

Wood asked if the Community Maps website is accessible to the public. Packirisamy answered that it is. Andros stated that MPO staff can also assist with providing data to local communities. Wood asked Packirisamy to confirm that teen drivers make up 14% of drivers involved in a crash, and that drivers age 65 and above make up 18% of drivers involved in a crash. Prasad confirmed that this is correct. Wood asked if age cohort data was available. Packirisamy stated that he would attempt to get this information. Wood commented that he has seen many crash reports over the years, and the human factors that cause crashes – not wearing seatbelts, speeding, and impaired driving – continue to be a problem. Jetzer noted that he queried two fatal crashes that he was knowledgeable about. In the first instance, the driver was traveling 58mph on a roadway with a 35mph speed limit, but speed was not listed as a factor in the fatality. In the second instance, the fatality occurred more than 30 days after the crash and was therefore not counted. He suggested that the number of fatalities may be underrepresented, since fatalities that occur more than 30 days after a crash are not counted. Holloway stated that it is difficult to determine whether fatalities are under or overrepresented, since there are instances when fatalities are removed from the database if cause of death is from a suicide, or if the crash was intentional. These don't qualify as fatalities. Packirisamy stated that health-related incidents that lead to a fatality may also not qualify. Callin stated that the Policy Board adopted a Vision Zero goal last year, something we might think about moving forward. Several communities

within the MPO Planning area have also adopted Vision Zero goals. Tracking this information is useful in understanding trends. Perhaps we should revisit how to move the region towards Vision Zero, and how to meet the goal. Are there things we can work together on? Spieler stated that the interactive maps allow us to see how crashes correlate to design features of roadways and highways. That gives us the chance when rebuilding things to think about how to rebuild them to make them safer and all give us the chance to pay attention to what works and what doesn't. That is a very powerful tool for everyone here. Jetzer noted that there was a significant increase in both pedestrian and bicycle incidents in 2024. Packisramy stated that pedestrian crashes increased from 89 to 118 between 2023 and 2024. For that same time period, bicycle crashes increased from 109 to 130. It is difficult to determine why this occurred. It is important to review the location of crashes in 2024 and any design deficiencies, but crashes can also be caused by impairment.

11. Review and Approval of the DRAFT Greater Madison MPO 2026 Unified Planning Work Program (UPWP)

Andros described the purpose of the Unified Planning Work Program (UPWP), one of our core products. The UPWP identifies how we intend to spend formula funds for the following year. WisDOT is projecting a 2.1% increase in formula funding over last year's amount. Our key functions are creating the TSMO plan, which will be done concurrently with the update to our Regional Transportation Plan. The Active Transportation Plan that we are working on this year will feed into next year's effort. Reminder letters will be sent to communities that have not paid MPO dues for 2026. Wood commented that the MPO made a concerted effort five or six years ago to increase the number of communities that contribute to the MPO. That has been successful. The amount that each community is asked to pay is not substantial compared to their overall City operating budgets. Wood asked communities that haven't contributed yet to consider including these funds in their next budget.

Andros stated that she would send the draft UPWP to WisDOT for their review following board approval.

Action: Duncan moved, Andrae seconded, to approve the draft Greater Madison MPO 2026 Unified Planning Work Program. Motion carried.

12. Announcements and Staff Reports

- Capital Area Regional Planning Commission (CARPC)/MPO Fall Forum in October (tentative date is Friday 10/17). Please share your ideas related to challenges where transportation infrastructure crosses municipal boundaries.
- The Regional Data Group (CARPC, MPO, UW) has completed population projections for Dane County. Our travel model will use the new projections for our next Regional Transportation Plan update.
- RoundTrip Smart Trips Challenge! <https://roundtripgreatermadison.org/#/>

13. Adjournment

Spieler moved to adjourn, Williams seconded. Motion carried. The meeting adjourned at 8:08 p.m.

Next meeting: Wednesday, October 1, 2025, virtual