

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

Virtual Meeting hosted via [Zoom](#)

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Wood called the meeting to order at 6:34 p.m.

**1. Roll Call and Introductions**

**Members present:** Clement Abongwa, Cassandra Benedict, Liz Callin, Michelle Ellias, Barbara Harrington-McKinney, Bill Jetzer, Adrienne Nienow, Christof Spieler, Kristi Williams, Doug Wood

**Members absent/excused:** Richelle Andrae (excused), John Duncan (excused), Derek Field (excused), MGR Govindarajan (absent)

**MPO staff present:** Alex Andros, David Kanning, Ben Lyman

**Others present in an official capacity:** Jeff Berens (WisDOT)

**2. Approval of September 3, 2025, Meeting Minutes**

**Action:** Jetzer moved, Benedict seconded, to approve the September 3, 2025, meeting minutes. Motion carried.

**3. Communications**

None.

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

None.

**5. MPO 2025 Resolution No. 15 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets**

Lyman gave an introduction about Metro Transit's Annual Performance Safety Targets highlighting the introduction of new safety targets which are required by Infrastructure Investment and Jobs Act (IIJA). These safety targets by law must be set based on 3-year rolling averages. Amongst the newly added performance safety targets, Lyman reached out to Metro to clarify regarding two new performance measures and the way they are measured. The two new measures were – Pedestrian Collisions and Assault on Transit workers. Metro Transit provided clarification on these measures, and they hope to achieve zero on these two measures. Beyond these two measures there is not much change in the performance measures.

Jetzer had a question about the performance targets which were measured in absolute numbers and per 100,000 vehicle revenue miles. Jetzer suggested measuring them per 1,000 riders or in comparison to ridership. Lyman clarified that these measures are set by Congress as per IIJA/BIL. But there is scope for adding additional performance targets even though it is not federally required for adoption.

**Action:** Jetzer moved, Spieler seconded, to approve the adoption of Annual Public Transit Agency Safety Plan Performance Measure Targets. Motion carried.

## 6. MPO 2025 Resolution No. 16 Adopting Annual Transit Asset Management Plan (TAMP) Targets

Lyman provided an introduction about the Transit Asset Management. In the last few years Metro Transit has not met their Asset targets due to several reasons

- i) New vehicle deliveries were delayed due to the COVID-19 pandemic. Metro Transit kept their older rolling stock longer than they normally would have and they did not do any non-revenue vehicle replacements. The resources were targeted towards staff over-time for cleaning buses and modifying them for driver protection.
- ii) Delay in disposal of some more buses because Metro Transit was trying to acquire 60 additional articulated buses by saving up for a few years. Now Metro Transit will have to go through a disposal process to get rid of the assets which is a lengthy process. The agency expects more of them to be disposed by end of this year and the rest of them early next year.

Jetzer had a question regarding the plan for replacing the older buses and voiced concerns about the difficulty in replacing them. Lyman responded and mentioned that there may not be a specific plan. Speiler agreed to Jetzer's concerns which is a downside of buying all the buses at once and mentioned that Metro Transit is prioritizing to plan for the bus procurement for the next 10 years to deal with this concern. Ideally, a 12<sup>th</sup> of the fleet size is recommended to be acquired every year along with a 12<sup>th</sup> of the fleet being retired. Speiler said that the average age of the bus fleet is going to fluctuate and will be impacted which is inevitable due to this approach.

Abongwa had a question on the retirement plan and process for disposing the buses. Speiler said that there are two approaches that are being discussed.

- i) Auctioning of the bus as a functional bus which can be acquired by other agencies for various uses.
- ii) Reuse the parts from the bus which are still useful and then auction it off for scrap.

The choice between the two approaches depends on the condition of the bus and the staff availability for pulling parts off the bus once they get approval for retiring a bus.

Abongwa sought further clarification on the demand for older buses and the age at which they are retired. Speiler clarified that the buses are sometimes used beyond 12 years if they are still in good condition after checks. There are some agencies which occasionally buy surplus buses (Eg: Charter buses) but there isn't much value in the older buses.

Abongwa had a question regarding the disposal and recycling process for batteries in electrical buses. Speiler mentioned that they have not encountered this since Metro's electric buses were less than a year old but some of these buses will need mid-life battery replacement which is part of the asset planning. All of these batteries go into a recycle program and some of these batteries could also go into reuse as grid storage batteries even though the capacity of the battery might have diminished.

Jetzer sought clarification regarding the year of the resolution since it mentions 2023 but the performance measures are for 2024. Lyman clarifies that there is an error in the written content and it is 2024 TAMP targets.

**Action:** Jetzer moved, Abongwa seconded, to approve the amended year for Transit Asset Management Plan Targets and a resolution to approve these targets. Motion carried.

## 7. Public Hearing on Amendment to the 2025-2029 Transportation Improvement Program

- Section 5310 Awards
- STBG-Transportation Alternatives Awards

- STBG-Urban Awards
- USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study and USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study

Andros noted that Jeff Berens, Project Manager from WISDOT will be presenting on USH 18/151 projects. Berens introduced the project which was approved by the Transport Project Commission (TPC) in 2023 - the document proposed for the Environmental Impact Statement (EIS). Berens provided an overview, purpose and needs, safety, traffic demand, infrastructure deficiencies, and the study schedule.

Abongwa had a question regarding how the department would deal with any changes to be made which was recently constructed especially in the Verona area. Berens mentioned that as part of the process, they will take into account the new development's safety numbers related to intersections and auxiliary lanes, traffic demands etc. and come up with alternatives and feedback for them. Berens added that they will start in areas where the needs are highest in the 35-mile corridor, maximize the infrastructure in the corridor and implement the project in stages. Abongwa sought clarification about an interchange which will provide an additional access to EPIC which is major construction. Berens said that as part of study process, they will coordinate with municipalities and major stakeholders like EPIC and look into the requirement. If EPIC needed it, there would be a discussion between WISDOT and EPIC about funding mechanisms.

Jetzer talked about the traffic volume and the forecast shown during the presentation and wanted to understand the approach of WISDOT to widen the road instead of using mass transit to move riders efficiently in the corridor. Berens said that there will be coordination between the municipalities and Metro Transit as part of the project to explore different alternatives. There is also a possibility for an additional lane to be incorporated in the project. Jetzer had an additional question regarding the weather conditions in the corridor and its impact on crashes. Berens clarified that they do not have a specific breakdown on these numbers but mentions that the officers add the information in the crash report. Berens agreed that it is happening in both winters and during other seasons. The curves on the western end of the corridor got a high friction surface treatment to deal with the speeds.

Wood declared that the public hearing is closed.

#### **8. MPO 2025 Resolution No. 17 Approving Amendment No. 9 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

Section 5310 Awards:

- Metro Paratransit Eligibility & Mobility Coordinator Project, sponsored by Metro Transit/City of Madison (CONTINUING; 2026)
- One-Call Center Project, sponsored by Dane County Department of Human Services (CONTINUING; 2026)
- Driver salary, benefits, and operations project, sponsored by NewBridge Madison (CONTINUING; 2026)

Lyman introduced the projects and mentions that the policy board approved the programs of projects in September 2025, and the TIP amendment formalizes and adds it to the 2025-2029 TIP. Jetzer had a question regarding some of the items mentioned as capital instead of operating expenditures. Lyman clarified that it is discretion of the applicant to add it under

either head. Adding it under capital makes it 85% eligible for federal funding unlike operating expenditure which has a lower share.

**Action:** Jetzer moved, Benedict seconded, to approve the resolution for Amendment No. 9 to the 2025-2029 TIP for the Madison Metropolitan Area and Dane County. Motion carried.

**9. MPO 2025 Resolution No. 18 Approving Amendment No. 10 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

STBG-Transportation Alternatives Awards:

- CTH MM Underpass Project, sponsored by the City of Fitchburg (REVISED; Construction anticipated in FY 2027)
- Traceway and Leopold Path Project, sponsored by the City of Fitchburg (NEW; Construction anticipated in FY 2030)
- West Beltline Frontage Road Shared-Use Path, sponsored by the City of Madison (REVISED; Construction anticipated in FY 2029 or FY 2030)
- BCycle Bike Share System Expansion to City of Middleton Project, sponsored by the City of Middleton (NEW; Construction anticipated in FY 2030)
- ADA Transition Plan and Evaluation Project, sponsored by the City of Sun Prairie (NEW; Planning anticipated to begin in FY 2030)
- N Main Street (CTH MM) Path Project, sponsored by the City of Verona (NEW; Construction anticipated in FY 2030)
- Dane County K-12 SRTS Project, sponsored by the Wisconsin Bike Federation (CONTINUING; 2029 and 2030)

Lyman presented the different projects awarded under the program, scoring method, scoring, annual apportionment and obligated funding. Alder McKinney had a question on why Sun Prairie applied and receives funding for ADA whereas other communities did not apply. Lyman clarified that Madison had already completed a plan. McKinney asked where Madison sits in terms of their ADA Transition Plan. Callin clarified that the plan has not been adopted yet, but it is up for public comment.

**Action:** Jetzer moved, McKinney seconded, to approve the resolution for Amendment No. 10 to the 2025-2029 TIP for the Madison Metropolitan Area & Dane County. Motion carried.

**10. MPO 2025 Resolution No. 19 Approving Amendment No. 11 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

STBG-Urban Awards:

- CTH BW/Broadway (Frazier Avenue to USH 51) Reconstruction and Resurfacing Project, sponsored by Dane County (NEW; Construction anticipated in FY 2030 or FY 2031)
- Irish Lane (S. Fish Hatchery Road to S. Syene Road) Reconditioning Project, sponsored by the City of Fitchburg (NEW; Construction anticipated in FY 2030 or FY 2031)
- Mid Town Road (Waldorf Blvd to Muir Field Road) Reconstruction and Realignment Project, sponsored by the City of Madison (NEW; Construction anticipated in FY 2030 or FY 2031)
- Pleasant View Road (Mineral Point Road to Timber Wolf Trail) Reconstruction and Expansion Project, sponsored by the City of Madison (NEW; Construction anticipated

in FY 2030 or FY 2031)

- Columbus Street (Wilburn Road to Laura Street) Pavement Rehabilitation and Partial Reconstruction Project, sponsored by the City of Sun Prairie (NEW; Construction anticipated in FY 2030 or FY 2031)

Alex provided a reminder to the board that the focus is on STBG-U and the MPO does not handle all sources of funding and that applicants go directly to WISDOT for other sources of funding.

Kanning introduced the projects, funding allocations, timeline, scoring and funding recommendations. Jetzer had a question for Midtown and Pleasant View project regarding the upgrading involved in these projects which seem to be vacant as per aerial photographs. Kanning clarified that there is development proposed in these areas which justifies the upgrading.

**Action:** Jetzer moved, Benedict seconded, to approve the resolution for Amendment No. 11 to the 2025-2029 TIP for the Madison Metropolitan Area & Dane County. Motion carried.

#### **11. MPO 2025 Resolution No. 20 Approving Amendment No. 12 to the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

WisDOT Projects:

- USH 18/151 (CTH G to CTH PD) Verona Bypass Expansion Study (NEW; Design starting in 2025)
- USH 18/151 (USH 18/151 Interchange in Dodgeville to CTH G) Freeway Conversion Study (NEW; Design starting in 2026)
- STH 78 (West Mt Horeb Village Limit to CTH E) Pavement Replacement (NEW; Construction in 2028-2029)
- STH 78 (CTH E to CTH H) Mill and Overlay (NEW; Construction in 2028-2029)
- STH 92 (Alaska Avenue to Stonefield Way) Pavement Replacement (NEW; Construction in 2027)
- STH 138 (USH 51 to USH 14) Pavement Replacement (NEW; Design in 2025, Construction anticipated in 2031)

Kanning briefly introduced the projects. The first two projects were requested by Berens to be combined into one. Kanning requested the board to include the provision to combine the two projects as part of the motion. The first two projects are major amendments and the last four are minor amendments.

**Action:** Abongwa moved, Williams seconded, to approve the resolution to the 2025-2029 TIP for the Madison Metropolitan Area and Dane County and to combine the two projects into one. Motion carried.

#### **12. MPO 2025 Resolution No. 21 Approving 2026 Unified Planning Work Program (UPWP)**

Andros presented and highlighted the importance of UPWP and added that there is a change in the language in page 30 related to Title VI, 'MPO Documentation of Compliance'. Andros requested the board to approve the change in the language mentioned.

**Action:** Callin moved (with amended language as noted by staff), Jetzer seconded, to approve

the resolution for Approving 2026 UPWP. Motion carried.

**13. Announcements and Staff Reports**

- Federal certification review progress report

Alex provided a brief description about the federal recertification review process.

**14. Adjournment**

Elias moved to adjourn, Benedict seconded. Motion carried. The meeting adjourned at 7:58 p.m.

**Next meeting:** Wednesday, December 3, 2025, virtual