

RECORD OF PUBLIC COMMENTS

PROPOSED CTH P INTERCHANGE WITH IH 94 AMENDMENT TO 2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

INTRODUCTION

This report presents the public comment received on the proposed amendment to the 2007-2010 transportation improvement program (TIP) for Southeastern Wisconsin regarding the CTH P interchange with IH 94 in Waukesha County. This project would convert the existing half interchange of CTH P with IH 94 to a full interchange (adding on- and off-ramps which would permit travel to and from the west on IH 94 to existing ramps which permit travel to and from the east.) The project is in the recently completed year 2035 regional transportation plan, and has been in the regional transportation plan since the year 2010 plan completed in 1994. The project is in the year 2007-2010 TIP and has been in the TIP since it was included in the 2005-2007 TIP in 2005. The TIP now includes the engineering and right-of-way acquisition elements of the project. The proposed amendment to the TIP would add the construction element of the project to the TIP in the years 2008 and 2009.

The report presents in a series of appendices:

- Written comments received from September 28, 2007, through October 29, 2007, including one letter received from officials of a unit of government, the City of Milwaukee (Appendix A).
- Copies of the formal announcements of the comment period provided through paid notices appearing in the Milwaukee Journal Sentinel on September 28, 2007, in El Conquistador on September 28, 2007, and in the Milwaukee Community Journal on October 3, 2007 (Appendix B).

The following section provides a summary of the comments received during the formal public comment period of September 28, 2007, through October 29, 2007, and responses to each comment.

SUMMARY OF COMMENTS

During the period of September 29, 2007, through October 29, 2007, a total of forty-eight comments were received regarding the proposed CTH P interchange with IH 94 amendment to the 2007-2010 transportation improvement program for Southeastern Wisconsin. The comments were provided via letter, electronic mail or through the Commission website (www.sewrpc.org).

Comments in Opposition to Proposed Amendment

All forty-eight comments received expressed opposition to the proposed amendment.

A number of comments were made regarding the priority and funding of projects within the TIP:

- Thirty-four comments suggested that the funds intended for the proposed interchange project be spent instead on public transit projects, four comments suggested that the funds be spent on other highway projects, one comment suggested that the funds be spent on other projects, one comment suggested that the funds be spent on projects with higher priority, and one comment suggested

that the funds be spent on property tax relief. The following are specific comments relating to funding of public transit:

- o Twenty-two comments suggested that the State not fund the proposed interchange project, as it is failing to fund regional public transit,
 - o Seventeen comments noted that that the regional transportation plan recommends the implementation of both public transit and highway improvement and expansion,
 - o Twenty-nine comments stated that while the funding for the proposed interchange project will be used for highway expansion, the Milwaukee and Waukesha County transit systems are proposing to cut routes and increase fares,
 - o One comment suggested that the TIP not be amended for highway expansion projects until such time that all transit projects within the TIP are fully funded,
 - o One comment suggested that the Commission and Wisconsin Department of Transportation (WisDOT) start supporting projects that support “smart growth” and transit options, and
- One comment expressed concern that the funds for the proposed interchange project were appropriated without prior Legislative approval.

Response:

By law, the Commission is an advisory regional planning agency, and cannot ensure funding for, or implementation of, any element of the regional transportation plan. The public transit element of the regional transportation plan proposes substantial improvement and expansion of the existing transit system in the Region—approximately a doubling of service—including expansion of the area of the Region served by public transit, days and hours of transit service, frequency of transit service, and speed of transit service. While the regional transportation plan indicates that all elements of the plan are considered to be of equal priority, implementation of each element of the regional plan is dependent upon actions taken by State and local governments, as well as the Federal government. Specifically, the timing and degree of implementation of the public transit element of the plan is primarily dependent upon actions of the Legislature and Governor of the State of Wisconsin and local government elected officials, the latter being the current operators of public transit. The State Legislature and Governor establish the level of State funding of public transit, and also establish whether regional transit authorities and dedicated local funding of transit are permitted. Local government elected officials establish the level of local funding of public transit, and set the level of transit fares, and attendant improvement and expansion or reduction of transit service. Neither the WisDOT nor the Regional Planning Commission is enabled to transfer State highway project construction funds to fund transit operating or capital costs. The recent actions of Waukesha County to fund a portion of the proposed interchange project while increasing the bus fares for the routes that connects Milwaukee County residents to Waukesha County jobs are decisions made by the Waukesha County Board and County Executive.

WisDOT intends to provide their funding for the CTH P interchange project through Southeastern Wisconsin Freeway Rehabilitation program funding. The State Legislature created this program which establishes a defined amount of funds that WisDOT is authorized to expend each year in southeastern Wisconsin on major freeway corridor projects—Marquette Interchange, IH 94

North-South freeway and the Zoo Interchange—and other freeway reconstruction, reconditioning, or rehabilitation projects. These funds may not be used outside of southeastern Wisconsin, or for public transit projects or surface arterial highway projects within southeastern Wisconsin.

A number of comments pertained to public transit service to the Pabst Farm retail development and the Oconomowoc area.

- Eight comments expressed concern that there is no public transit connection to the Oconomowoc area, especially from Milwaukee County,
- Three comments suggested that the proposed interchange project not be advanced without a plan for mass transit for the planned development,

Response:

Waukesha County currently operates rapid transit bus service from northwest Waukesha County, including the Oconomowoc area, and downtown Milwaukee with a stop at the existing park-ride lot located at STH 67 and CTH DR, near the Pabst Farms Development. The regional transportation plan recommends a new park-ride lot and transit stop at Summit Avenue and Pabst Road and a feeder bus to circulate within the Pabst Farms development with stops at the two park-ride lots. The regional plan further recommends the expansion of this service to both weekdays and weekends, to service throughout the day and evening, to service for both traditional and reverse commutes, and to be provided at convenient and attractive service frequencies.

Eleven comments questioned the need to amend the TIP and fund the proposed interchange project at this time, questioning whether the Pabst Farms retail development will occur. A number of comments suggested that the TIP be amended when the schedule for the proposed development has been determined.

Response:

The current TIP includes the engineering and right-of-way acquisition elements of the CTH P project. The proposed TIP amendment includes the construction of the project in the years 2008 and 2009. The proposed TIP amendment will not require WisDOT to construct the project in 2008 and 2009, but rather will permit WisDOT to initiate the construction in 2008, 2009, or 2010. WisDOT could also defer construction until after the year 2010. WisDOT has indicated that they will not proceed with construction until the Pabst Farms retail development is underway. Amending the TIP as proposed at this time permits WisDOT to proceed with this project upon initiation of the Pabst Farms retail development.

Twenty-eight comments expressed opposition to the expenditure of public funds on projects which benefit private developers and one comment questioned the need for the project.

Response:

The conversion of the existing interchange of CTH P with IH 94 to a full interchange (adding on- and off-ramps which would permit travel to and from the west on IH 94 to the existing ramps which permit travel to and from the east) was recommended in the year 2035 regional transportation plan completed in 2006, and has been in the regional transportation plan since the year 2010 plan completed in 1994. The engineering and right-of-way acquisition elements of the project are in the year 2007-2010 TIP and have been in the TIP since they were included in the 2005-2007 TIP in 2005. The regional plan recommends that WisDOT convert half interchanges

to full interchanges where spacing and other conditions permit; consider where there are adjacent pairs of half interchanges the combination of selected half interchanges into one full interchange; or retain existing half interchanges and improve connections between pairs of half interchanges, or adjacent half and full interchanges. This is recommended to improve the understandability of the freeway system. Half interchanges are confusing to motorists which exit the freeway, but desire then to re-enter the freeway in the same direction of their travel.

A number of comments were made regarding the environmental impacts of the proposed interchange project and development:

- Twenty-one comments expressed concerns that the proposed interchange project would result in increased traffic and transportation system related air pollutant emissions.
- Twenty-two comments expressed objection to approval of the TIP amendment until studies are conducted that assess the environmental impacts of the planned interchange project.

Response:

As documented in the year 2035 regional transportation plan, ozone-related transportation system air pollutant emissions within southeastern Wisconsin have been significantly declining even with increasing traffic volumes, and most transportation system air pollutant emissions are projected to continue to decline in the future due to cleaner, more efficient vehicles. Projected reductions include reductions of about 80 percent for ozone-related emissions of volatile organic compounds and nitrogen oxides, 55 percent for fine particulates and carbon monoxide, and 70 percent for air toxic substances. The level of carbon dioxide is projected to increase by about 2 percent. These forecasts assume implementation of the year 2035 regional transportation plan, including all arterial street and highway improvements such as the conversion of the CTH P interchange to a full interchange.

Compared to a transportation systems management, or TSM, plan alternative which included improvement and expansion of all other potential plan elements—public transit, bicycle, and pedestrian facilities, travel demand management, and transportation systems management—and no arterial street and highway expansion, the regional transportation plan, which also includes about 450 miles of new or widened arterial street and highway and the CTH P interchange conversion, may be expected—based upon application of travel simulation models—to result in a modest increase in total regional vehicle miles of under 1 percent over the next 30 years.

WisDOT is required by Federal and State law to conduct for each transportation project some level of environmental investigation, including but not limited to assessing impacts on wetlands, floodlands, noise and air pollution, farmland, park lands, and wildlife. The level of environmental investigation is determined by the scope and size of the project. In 1995, WisDOT prepared an Environmental Assessment (EA) for the reconstruction of six interchanges along the IH 94 freeway corridor from the Jefferson-Waukesha county line to CTH TT that included an evaluation of environmental impacts, documentation of attendant public involvement, an evaluation of historical and archeological sites, and analysis of traffic data. Based on the results of the EA and public comments received, it was determined that the reconstruction of the six interchanges would not significantly affect the environment and that an Environmental Impact Statement was not required. Consequently, a Finding of No Significant Impact (FONSI) was approved for this project by the Federal Highway Administration. The FONSI was re-evaluated in 2002, and another re-evaluation was prepared this year to include analysis of the impacts for the specific design of the CTH P interchange conversion.

Nine comments expressed a need to provide opportunities for public comment on the project, including for low-income and minority communities, and one comment expressed a concern that the Commission's recently created Environmental Justice Task Force was not involved in the process of amending the TIP.

Response:

The Commission solicited public comment for this planned TIP amendment from September 28, 2007, through October 29, 2007. Public comments could be provided via letter, electronic mail or through the Commission website (www.sewrpc.org). Public notices for the comment period were published in the Milwaukee Journal Sentinel, Milwaukee Community Journal and El Conquistador where both an English and Spanish version of the public notice was published.

In addition, the proposed conversion of the CTH P interchange from a half to a full interchange was part of the recently completed year 2035 regional transportation plan. Extensive public involvement and outreach including to minority and low-income populations was conducted as part of the plan preparation. Commission staff directly contacted via letter and telephone a comprehensive list of groups that represent low-income and minority communities to inform them of the review and update of the regional plans and to work with them to involve their respective communities. Commission staff met with many of these groups throughout the preparation of the plan. Also, paid advertisements, in English and Spanish, regarding the review and update of the regional land use and transportation system plans were placed in a number of publications, including those believed to have substantial circulation in low-income and minority communities. Additionally, the Commission held a series of public informational meetings including meetings on the near north side and near south side of the City of Milwaukee, and provided information in Spanish and Hmong on how to provide comment on the review of the regional transportation plan. Finally, the Commission translated brochures into Spanish for distribution at public meetings and on the Commission website (www.sewrpc.org).

Also, the CTH P interchange with IH 94 project has been in the TIP since the 2005-2007 TIP in 2005, and since that time, there have been several opportunities for public comment, including two public meetings held allowing public comment on this or any other project in the TIP.

The Environmental Justice Task Force was recently created, and to date has only met twice. The Task Force has yet to be briefed on, and to discuss, the regional land use and transportation plans, and regional transportation improvement program. This would need to occur, along with discussion of State and local plan implementation responsibilities and legislation attendant to plan implementation, prior to any meaningful discussion of specific TIP amendments.

One comment expressed concern that SEWRPC was identified by The Brookings Institution as being one of the most pro-suburban Metropolitan Planning Organizations (MPO) in the country.

Response:

In 2006, the Brookings Institution reviewed the voting structure of MPO boards in 50 large metropolitan areas and analyzed the extent to which board members representing the central city and county portions of the metropolitan areas were under-represented on the basis of population size. They also analyzed the racial composition of MPO boards, and compared board racial composition to that of the metropolitan area. The composition of the Southeastern Wisconsin Regional Planning Commission is mandated by State law with appointments made by the Governor and the counties. The Commission consists of 21 members, three from each of the

seven member counties. At the present time, the 21 Commissioners, three, or 14 percent, are African-American and one, or 5 percent, is Hispanic. The racial composition of the Commission is very similar to that of the Region: 14 percent African-American, 6.5 percent Hispanic, 1 percent American Indian, 2 percent Asian and Pacific Islander, and 4 percent other race. With respect to representation from Milwaukee County, Milwaukee County has three of 21, or 14 percent, of Commissioners. Milwaukee County represents 49 percent of the total Region population. However, the Commission's Advisory Committees which guide the Commission's transportation planning and programming studies and plans are population-proportional. Milwaukee County-based representatives have 48 percent of local government representatives on the Commission's Advisory Committee on Regional Transportation Planning. Milwaukee County also has 71 percent of local representatives on the Commission's Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area. Milwaukee County represents about 72 percent of the total Milwaukee urbanized area population. As the MPO, the Commission has always accepted the recommendations of these two Advisory Committees.

Thirty-four comments expressed opposition to the planned development located adjacent to the interchange, citing the development as "sprawl." Impacts of the development which were noted included the attendant loss of farmland, the distance the proposed development is from existing urban centers, the attendant increase in impervious land and affect on replenishment of groundwater aquifers, the increased demand on groundwater supply, the potential competition between the retail element of the planned development and existing malls and commercial areas within the Region, and the lack of affordable housing in the planned development.

Response:

The Commission's regional land use plan recommends that new urban development should occur in existing urban centers as infill and redevelopment and in defined urban growth areas adjoining these centers. The planned development is located within the Oconomowoc area planned urban center and is located within the adopted sanitary sewer service area of the City of Oconomowoc. It is recognized in the regional land use plan that some farmland may be lost immediately adjacent to existing urban centers. But, beyond development within urban centers as infill and redevelopment, further development of urban centers should occur immediately adjacent to those centers. The Pabst Farms development has been designed so that pre-development levels of stormwater infiltration and groundwater recharge are maintained. With respect to housing, the regional land use plan recommends that every neighborhood have a mix of housing sizes and densities, but under state law, that mix is a local decision.

One comment suggested that the Commission should be working with local governments to reduce vehicle miles of travel and urban sprawl.

Response:

The Commission has long recommended in the regional land use plan that new urban development should occur in existing urban centers as infill and redevelopment and in defined urban growth areas adjoining these centers, and that areas located beyond planned urban areas should be retained in rural use. Particular emphasis is placed on stabilizing and revitalizing the central cities of Milwaukee, Racine, and Kenosha. This should not be taken to mean, however, that new development elsewhere in the Region is precluded. The regional transportation plan is a comprehensive, multi-modal, and balanced plan that recommends substantial improvement to, and doubling of, the existing transit system, development of the rapid and express transit systems,

and identifies corridors for commuter rail and bus guideway or light rail. The plan also recommends substantial improvement and expansion to the bicycle and pedestrian system that includes 575 miles of off-street bicycle paths between the Kenosha, Milwaukee, and Racine urbanized areas and the cities and villages within the Region with a population of 5,000 or more located outside these three urbanized areas, and that provision of accommodations for bicyclists should be considered on all surface arterial street and highways during the preliminary engineering for their resurfacing, reconstruction, and construction. The plan further recommends travel demand management measures intended to reduce personal and vehicular travel or to shift such travel to alternative times or routes, allowing for more efficient use of the existing capacity of the transportation system, and includes expansion of park-ride lots to promote carpooling and high-occupancy vehicle preferential treatment—including the provision of high-occupancy vehicle queue bypass lanes at metered freeway on-ramps, reserved bus lanes along congested surface arterial street and highways, transit priority signal systems, and preferential carpool and vanpool parking. The regional transportation plan further proposes personal vehicle pricing—cash-out of employee parking and auto pricing—to allocate a larger percentage of the full costs of construction, maintenance, and operation of street and highway facilities and services directly on the users of the system, and potentially reduce vehicle trips and vehicle miles and increase the use of transit, ridesharing, walking, and bicycling.

One comment suggested that the Oconomowoc area is already sufficiently served by freeway interchanges.

Response:

The regional transportation plan does not recommend a new interchange within the Oconomowoc area; however, it does recommend that the CTH P interchange with IH 94 be converted from a half interchange to a full interchange by adding an east-bound off-ramp and west-bound on-ramp to the existing east-bound on-ramp and west-bound off-ramp.

One comment suggested that the rail corridor running through the Pabst Farms development be used for mass transit.

Response:

With respect to the current electric power transmission right-of-way through the Pabst Farm development, this right-of-way was formerly used as an electric interurban right-of-way until the early 1940's, and extended from downtown Milwaukee, through the City of Waukesha, then through the Pabst Farm development, and continuing on to the Cities of Oconomowoc and Watertown. Although, this former interurban right-of-way continues to be used for electric power transmission purposes in Waukesha County, it is no longer practical to be used for a public transit alignment, since significant portions of the right-of-way have been sold, converted to other uses, or otherwise dramatically changed in character. The regional transportation plan does, however, identify a potential commuter rail line extending from downtown Milwaukee to the City of Oconomowoc.

* * *

Appendix A

**COMMENTS RECEIVED FROM SEPTEMBER 28, 2007 THROUGH OCTOBER 29, 2007,
REGARDING A PROPOSED AMENDMENT TO THE TRANSPORTATION IMPROVEMENT
PROGRAM: 2007-2010, CONCERNING THE PROPOSED CONSTRUCTION OF AN EAST-
BOUND OFF-RAMP AND A WEST-BOUND ON-RAMP AT THE IH 94-CTH P INTERCHANGE
IN WAUKESHA COUNTY**

Appendix A-1

WRITTEN COMMENTS RECEIVED FROM PRIVATE CITIZENS AND ORGANIZATIONS DURING THE COMMENT PERIOD SEPTEMBER 28, 2007 TO OCTOBER 29, 2007

Gov. Jim Doyle DOT Sec. Frank Busalacchi SEWRPC
P.O. Box 7863 P.O. Box 7910 P.O. Box 1607
Madison, WI 53707 Madison, WI 53707-7910 Waukesha, WI 53187-1607
TIP@sewrpc.org

RE: NO NEW INTERCHANGE AT PABST FARMS (I-94/HWY P)

Dear Gov. Doyle, Sec. Busalacchi, and SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), or amending the TIP to include the interchange, for the following reasons:

- **Need to Prioritize Transit:** The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable transportation, like a transit system to Oconomowoc, and failing to even provide sufficient funding to maintain the struggling Milwaukee County Transit System.
- **Need to Stop Air Pollution & Global Warming:** Building an interchange to facilitate a huge mall or retail development in rural Waukesha County is wrong - because that kind of development will generate huge volumes of new vehicular traffic, creating more air pollution and perhaps as much global warming as a new power plant. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed.
- **Need to Stop Urban Sprawl:** A big retail development in the Pabst Farms area will turn Oconomowoc into another sprawl development like Mayfair or Blue Mound Road. And why locate that development - and these jobs - out in this rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded low and moderate-income housing? These effects need to be taken seriously and studied, and these issues must be addressed, before an interchange moves forward.
- **Need to Conduct Serious Environmental Impact Studies:** There hasn't been an Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - so there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.
- **Need to Support Taxpayers:** Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers, and shouldn't be allowed to proceed.

1. Richard Bergholz
2. Lynn Broaddus
3. Eddee Daniel
4. Sarah M. Dean
5. Kirstin Duffin
6. Lori Kerfus
7. Christa Marlowe
8. Denise L. Mueller
9. James R. Mueller
10. Rosemary Wehnes
11. Jessie Winecki
12. Susan Winecki

Gov. Jim Doyle DOT Sec. Frank Busalacchi SEWRPC
P.O. Box 7863 P.O. Box 7910 P.O. Box 1607
Madison, WI 53707 Madison, WI 53707-7910 Waukesha, WI 53187-1607
TIP@sewrpc.org

RE: NO NEW INTERCHANGE AT PABST FARMS (I-94/HWY P)

Dear Gov. Doyle, Sec. Busalacchi, and SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), or amending the TIP to include the interchange.

- **Need to Prioritize Regional Transit:** The state should not be spending millions of dollars for a highway interchange (and SEWRPC should not be pushing this project forward), as long as there is inadequate funding for sustainable transit options.
 - Low income and minority persons who don't drive DO pay taxes - yet there is no meaningful transit connection to Oconomowoc, especially not from the region's center in Milwaukee. No interchange should proceed without an iron-clad method of connecting low income and minority workers from central cities - including Milwaukee - to both construction and retail jobs at any Pabst Farms development.
 - The 2035 regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward.
 - At the same time that Waukesha County wants a taxpayer-funded interchange at Pabst Farms, it is looking to impose what amounts to a tax on Milwaukee County residents, by increasing bus fares for workers who use transit to get from Milwaukee to Waukesha.
- **Need to Stop Segregated and Unaffordable Development:** Milwaukee is one of the most segregated regions in the United States, and Oconomowoc is a segregated community. According to 2000 census data, the city of Oconomowoc was 96.7% non-Hispanic white, and the town of Oconomowoc was 98.3% non-Hispanic white. Yet Oconomowoc in general, and Pabst Farms in particular, does not include any meaningful amount of affordable workforce housing. No interchange should move forward unless there is also housing to help integrate the community and provide home for those who would work in any mall development.

1. Michael J. Garvin
2. Henry Hamilton III
3. Mary Lou Lamonda
4. Jay A. Larkey, MD
5. Charlie Koenen
6. Lois Malawsky
7. Catherine O' Meara

From: Henry Loeser
Posted At: Saturday, October 06, 2007 4:43 AM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tip

Subject: Comment Related to IH 94/CTH P Interchange Amendment

Another I-94 interchange to support bad development? To create another eyesore like the Hwy 83 interchange?

There is a rail corridor running right through the Pabst Farms site.

What's being done to take advantage of such an obvious opportunity?

Henry Loeser

From: Jennifer Epps
Posted At: Tuesday, October 16, 2007 2:55 PM
Conversation: Pabst Farms Interchange
Posted To: tip

Subject: Pabst Farms Interchange

RE: NO NEW INTERCHANGE AT PABST FARMS (I-94/HWY P)

Dear SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

Need to Prioritize Transit: The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward.

Need to Prioritize Development that Benefits Wisconsin's Underserved Residents: Our tax dollars should not be used to subsidize the wealthy at the expense of poor and working class residents. Good development has a real benefit to the community and includes connections to quality family supporting jobs for the underutilized labor force, transit to catalytic projects from underserved communities, and affordable housing so that people who work in an area can afford to live there. The Past Farm project fails to meet any of these standards and therefore should not receive public support.

Need to Stop Air Pollution & Global Warming: Assisting in building a huge mall or retail development in rural Waukesha County is wrong - because that kind of development will generate huge volumes of new vehicular traffic. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed.

Need to Stop Urban Sprawl: A big shopping mall in the Pabst Farms area will turn Oconomowoc into another sprawl development. Why locate a huge retail development and those jobs out in this rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded workforce housing. These are serious effects that need to be studied before allowing the interchange to move forward.

Need to Save Farmland: Wisconsin's agricultural economy is being threatened by ill-advised development on some of the world's best agricultural soils. A mall is a short-term investment that will cause permanent damage to our farm economy.

Need to Conduct Serious Environmental Impact Studies: Waukesha is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

Need to Support Taxpayers: Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers and shouldn't be the goal for public investment. This is not wise use of taxpayer dollars and shouldn't be allowed to proceed.

Need for Meaningful Public Input: The taxpayer money spent on the Past Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Jennifer Epps
N63 W12708 Grove Street
Menomonee Falls, WI 53051

From: Kori Schneider
Posted At: Tuesday, October 16, 2007 3:46 PM
Conversation: Pabst Interchange Public Comments
Posted To: tip

Subject: Pabst Interchange Public Comments
Dear SEWRPC:

I am writing to share my outrage that the State of Wisconsin would consider spending \$20 million to build an interchange to subsidize the wealthy at the expense of poor and working class residents. I am the secretary on the Board of Directors for the Good Jobs and Livable Neighborhoods Coalition, a private not-for-profit organization. The purpose of this Coalition is to promote accountable development policy and practice through enhanced civic participation and transparency in the development process. Funding this interchange goes against all that this Coalition strives for.

Good development has a real benefit to the community and includes connections to quality family supporting jobs for the underutilized labor force, transit to catalytic projects from underserved communities, and affordable housing so that people who work in an area can afford to live there. The Pabst Farm project fails to meet any of these standards and therefore should not receive public support. Please focus spending on projects that build inclusionary communities and create a benefit for all in southeastern Wisconsin.

In addition, taxpayer money spent on the Pabst Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Thank you for your consideration.
Kori Schneider-Peragine
Good Jobs and Livable Neighborhoods Coalition, Secretary

From: Dave Reid
Posted At: Sunday, October 21, 2007 12:22 PM
Conversation: Waste of taxpayers money
Posted To: tip

Subject: Waste of taxpayers money

This interchange is a waste of taxpayers money and should not be built. That 25 million dollars should be spent on mass transit.

From: Steve Filmanowicz
Posted At: Sunday, October 21, 2007 4:23 PM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tip

Subject: Comment Related to IH 94/CTH P Interchange Amendment

SEWRPC must remember that it does its planning on behalf of the people of Southeast Wisconsin and must think of the impact its planning has on the use of the people's tax dollars - and on the global environment. The documents on SEWRPC's website are completely deficient in providing ANY rationale for moving this project forward at this time, or in fact any rationale for why the interchange should be built at all. Oconomowoc is already well-served by freeway interchanges built and maintained by state taxpayers. At this point, there is no major use justifying a new interchange at this location. The recent pullout of a mall developer signals that the development planned for this site (a mall) may not be viable. Therefore, by accelerating this project, SEWRPC is advocating the use of \$23.5 million in tax dollars as a part of a speculative real estate venture that may either never materialize or may fail. This use of tax dollars to benefit a developer as part of a speculative venture is a highly improper use of tax dollars.

Furthermore, pursuing new infrastructure that encourages intensive, automobile-dependent use of this area - either a mall or the big box development that may result if a mall proves infeasible - amounts to spectacularly bad planning at a time when the state and region are committing to reducing their mutual greenhouse gas impacts. Plans to widen highways and add interchanges will lead to a massive increase in regional VMTs and a corresponding rise in greenhouse gas emissions, even under the most rosy scenarios for the requirement of more efficient vehicles. That point is made clear in the recent report from the Urban Land Institute, Growing Cooler, which states that real reductions in greenhouse gas emissions in the transportation sector can only come through more compact development, significantly improved transit and VMT reductions. It is time for SEWRPC's stated aims on climate change impact and the actual details of the projects it advocates to add up. Isn't it? Please, do not spend our tax dollars on this wasteful interchange.

Sincerely,

Stephen Filmanowicz
1213 E. Townsend St.
Milwaukee, WI 53212

From: jpkovari
Posted At: Monday, October 22, 2007 1:26 PM
Conversation: Proposed Pabst Farms Interchange
Posted To: tip

Subject: Proposed Pabst Farms Interchange

I would like to register my opposition to this project. Not only does it seem like a huge waste of tax dollars, it promotes sprawl. SEWRPC and DOT need to get their act together and start supporting smart growth and real transit options.

John Kovari
1029 N Jackson St #503
Milwaukee, WI 53202

From: Cohn, Andy
Posted At: Monday, October 22, 2007 3:01 PM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tip

Subject: Comment Related to IH 94/CTH P Interchange Amendment

I find it incredible that \$23 million of taxpayer funds would be used for this project when the state has maintenance and infrastructure needs that are not being addressed. How can you build an interchange to a project that has been canceled when we have so many more important priorities.

Andrew Cohn
3210 Lake Mendota Dr
Madison, Wisconsin 53705

From: Steven Branca
Posted At: Monday, October 22, 2007 10:28 PM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tip

Subject: Comment Related to IH 94/CTH P Interchange Amendment
To Sewrpc, re: I-94 and Hwy P interchange.

I strongly oppose the use of any taxpayer money for the construction of this intersection. My opposition extends to any financing mechanism that costs the taxpayer money through direct taxation, diversion from other jurisdictions as through TIF, reprogramming of federal transportation funds, rescheduling other TIP projects, or by subsidy to a private landowner through loans, grants, or other non-market-based financial assistance.

The purpose of the interchange is solely to benefit a single private property owner and the private properties that border that site. There is no good reason to spend tax dollars for an enhancement to a single large private parcel. The cost of the interchange should be borne solely by the property owner who will most benefit. This is the approach adopted by areas of strong economic growth throughout the US. If the developer wants an interchange, let him build it.

Having prepared many tax impact analyses of public infrastructure investments, I assure you that any assertion that the cost of the interchange will be more than offset by increased property taxes is bogus. Those same tax revenues will be realized if the project is paid for by the property owner. In addition, the added cost of the interchange will be easily borne by the property owner through increased property value, rents, and sales. He'll say it doesn't but developers say that about everything.

Furthermore, if a private investor is responsible for the interchange, it will likely be built to a more efficient, cost-effective design that doesn't simply exacerbate sprawl.

It's time for "growth," i.e., building stuff in the local context, to pay for itself. As a resident of Racine County that interchange not only offers NO benefit to me, it will in fact cost me money and divert funds from long-deferred maintenance of Racine County roads and other roads throughout the state.

As a general policy, it is time for Sewrpc to stop being suburban developers' highway division and to start investing public funds that have benefits to long-neglected developed areas of the region.

The Milwaukee region is in long-term economic decline because of your transportation policies. If you don't try something new soon, by definition nothing will change.

Thank you for the opportunity to comment. I look forward to the public meetings on this project.
cheers,

Steve

Steven T Branca
4721 James Avenue
Racine Wisconsin
US 53402
1 262 752 0895

From: Conor Williams
Posted At: Tuesday, October 23, 2007 11:11 AM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tp

Subject: Comment Related to IH 94/CTH P Interchange Amendment
Dear Sir/Madam,

I write to object to the spending of \$23.5 million of taxpayer monies on the new I94/County P interchange.

I am a resident of Wauwatosa and strongly object to using state funds to subsidize a new mall to compete with Mayfair Mall and Brookfield Square which are important economic engines in our established communities.

Accelerating the building of this expensive interchange, at public expense, particularly when the development of the mall itself is subject to doubt is wrong and would show poor stewardship of the communities resources.

Sincerely

Conor Williams
1935 Underwood Ave
Wauwatosa
WI 53213

From: jones0786
Posted At: Tuesday, October 23, 2007 12:20 PM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tp

Subject: Comment Related to IH 94/CTH P Interchange Amendment
Hi, I'm enclosing an e-mail I sent to my county supervisor Bonnie Morris. My sentiments and thoughts also apply to both SEWRPC and the state DOT.

Not one more public dollar for this misbegotten project.

Bill Jones

Dear Ms. Morris,

We are residents of the Town of Summit in your District and are writing to strongly urge you to reject any County funds for the interchange at this time. This interchange was never viewed as major transit node for the "regional mall", rather it was only intended to facilitate movement to the big box stores immediately west of the interchange and the residential component further north on Hwy P.

Two nationally recognized real estate firms, first for the mostly vacant Olympia site, and now General Growths at Pabst Farms, have determined the lack of a viable commercial project of a regional nature. The big box stores in the general area all have current valuations of less than \$10 million apiece, so and additional 6 or 7 in Pabst Farms won't go very far in paying down the TIP currently in place. The residential portion of Pabst Farms is also in shambles. Last week we learned the next two phases of residential development along Hwy P have been indefinitely postponed.

Further, it would be the height of irresponsibility for the County to fund this Interchange while making no allowances in the Five year Capital plans to reconstruct COUNTY HIGHWAYS P, DR and B (respectively Sawyer, Delafield and Valley Roads). The lack of any detailed planning for this site has long been apparent and now the County is proposing to exacerbate this mess. Yes, at some future date the interchange at I-94 and Hwy P may need to be reconfigured, however at this time it is absolutely unneeded or wanted except by the developers. Mr. Belt of Pabst Farms has made many promises and its time for him to put his money forward and stop looking to be bailed out by residents of this County.

Please reconsider your support of this Interchange reconstruction at this time.

Mike Jones
Bonnie Jones
Bill Jones

1127 N. Genesee Woods Dr.
Oconomowoc, WI 53066

From: Susan McGovern
Posted At: Tuesday, October 23, 2007 3:10 PM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tp

Subject: Comment Related to IH 94/CTH P Interchange Amendment
Dear Sirs and Madames: I feel strongly that the proposed IH 94/CTH P Interchange should be cancelled, first, because the reason for creating the interchange in the first place has been cancelled, second, because of the undemocratic way that the funds were allocated to the project without public comment or legislative oversight, and third, environmental impacts of highway expansion and development in this semi-rural area were not considered.

The multi-million dollar interchange was designed to service a proposed giant shopping mall in Waukesha County, and, as you know, the project has now been cancelled by the developer. The proposed mall was to serve the Pabst Farm development, which already has experienced stalled sales and reductions on sale prices for homes that have sold recently. It seems not to be the hoped for mecca. The money for the interchange was appropriated administratively by the Wisconsin Department of Transportation after consultations with business insiders but without public hearings and without prior legislative approval for the expansion of that part of the interstate system. Perhaps the Pabst Farm development was fundamentally flawed in the first place because of its distance from urban centers and because it takes out valuable open farm land which was of major importance in soaking up rainfall to replenish the groundwater reservoir below. Water scarcity is now the most urgent crisis facing the globe.

Finally, the Wisconsin Department of Transportation must wake up to the environmental impacts of constant highway expansion to serve wildly nilly development, as the integrity of the biosphere-- as we know it-- is at stake.

Sincerely,

Susan McGovern
Member, United Nations Association-USA
Milwaukee Chapter
3107 N. Hackett Avenue
Milwaukee, WI 53211

From: Paul Bachowski
Posted At: Tuesday, October 23, 2007 4:50 PM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tp

Subject: Comment Related to IH 94/CTH P Interchange Amendment

Dear SEWRPC representatives:

I support the removal and/or denial of the IH 94/CTH P Interchange Amendment. I feel SEWRPC's role is to facilitate efficient planning for areas identified as requiring work in the order of necessity. Pabst Farms Mall is dead in the water and it is inappropriate to spend my tax dollars on a project that will increase a rural property owners land value without that owner paying for a majority of the expenses of the freeway reconstruction costs.

Please remove and/or deny the IH 94/CTH P Interchange Amendment.

Sincerely,

Paul Bachowski, President and CEO
MUSIC Developments (Milwaukee Urban Skyline Investment Company LLC)
2831 N. 1st Street
Milwaukee, WI 53212
office/fax: 414-374-8775

From: Mary Gorski
Posted At: Wednesday, October 24, 2007 10:58 AM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tp

Subject: Comment Related to IH 94/CTH P Interchange Amendment

Perhaps I don't have all the facts, but this expenditure on an interchange for a mall (Pabst Farms) that is not going to be built seems absolutely ridiculous. Other transportation issues certainly need to take priority. If you want to focus on an area near I-94 in Waukesha County, how about the craziness around development off of 83. Ever try to shop at Best Buy or get a sandwich at Panera? Traffic patterns in this mess have totally turned me off from doing any business in the area even though I pass it several times a month.

If there is \$20 million available for an interchange to service a non-existent mall, why not find \$20 million to make public transportation more user-friendly and affordable for more people in the Milwaukee-Waukesha area? It shouldn't be relegated to being the transportation of last resort for the poor. And if it is, it should be more affordable.

Sincerely,
Mary Gorski

--
Mary Gorski
Milwaukee, WI

From: Gretchen Schuldt
Posted At: Thursday, October 25, 2007 7:38 PM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tp

Subject: Comment Related to IH 94/CTH P Interchange Amendment
I am writing in opposition to the proposal to amend the Transportation Improvement Program to include the interchange at I-94 and Highway P.

The proposal makes a travesty of the alleged purpose of the Southeastern Wisconsin Freeway rehabilitation funding. This interchange, which would be built mainly to benefit a private developer, was designated a priority by the Wisconsin Department of Transportation based on some unknown criteria that did not, apparently, include safety or congestion.

Instead, the southeastern freeway money is serving as a slush fund to allow a developer to make lots of money. This is a terrible precedent.

The interchange plan was advanced without any companion plan for transit. WisDOT informed me that transit was a problem for the locals to solve. However, the state has an acknowledged role in encouraging and funding transit. WisDOT should refuse to fund the interchange until an adequate plan to service Pabst Farms with transit is approved and funded, either by the state, private enterprise, or local units of government. WisDOT should not be in the business -- as it will be if it funds this interchange without insisting on a transit component -- of increasing segregation by income. The region already ranks high in that category.

WisDOT needs to explain how it will mitigate the loss of the supreme farmland that it wants to pave over, and what the specific consequences to western Waukesha County's water supply major development of this site will have.

Thank you.

Gretchen Schuldt
Milwaukee

From: Connie Lindholm
Posted At: Thursday, October 25, 2007 8:33 PM
Conversation: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)
Posted To: tp

Subject: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)

Dear SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

NEED TO PRIORITIZE TRANSIT:

The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward.

NEED TO PRIORITIZE DEVELOPMENT THAT BENEFITS WISCONSIN'S UNDERSERVED RESIDENTS:

Our tax dollars should not be used to subsidize the wealthy at the expense of poor and working class residents. Good development has a real benefit to the community and includes connections to quality family supporting jobs for the underutilized labor force, transit to catalytic projects from underserved communities, and affordable housing so that people who work in an area can afford to live there. The Past Farm project fails to meet any of these standards and therefore should not receive public support.

NEED TO STOP AIR POLLUTION & GLOBAL WARMING:

Assisting in building a huge mall or retail development in rural Waukesha County is wrong - because that kind of development will generate huge volumes of new vehicular traffic. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed.

NEED TO STOP URBAN SPRAWL:

A big shopping mall in the Pabst Farms area will turn Oconomowoc into another sprawl development. Why locate a huge retail development and these jobs out in this rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded workforce housing. These are serious effects that need to be studied before allowing the interchange to move forward.

NEED TO SAVE FARMLAND:

Wisconsin's agricultural economy is being threatened by ill-advised development on the some of the world's best agricultural soils. A mall is a short-term investment that will cause permanent damage to our farm economy.

NEED TO CONDUCT SERIOUS ENVIRONMENTAL IMPACT STUDIES:

Waukesha is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

NEED TO SUPPORT TAXPAYERS:

Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers and shouldn't be the goal for public investment. This is not wise use of taxpayer dollars and shouldn't be allowed to proceed.

NEED FOR MEANINGFUL PUBLIC INPUT:

The taxpayer money spent on the Past Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Pabst Farms is the antithesis of sustainable development and public monies should not be used to support this travesty.

Constance A. Lindholm
Executive Director
Wisconsin Green Building Alliance
750 N. Milwaukee Street, Suite 304
Milwaukee, WI 53202
(414)224-9422
(414)224-1458 (fax)
www.wgba.org

October 25, 2007

Phillip Evenson
SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607
TIP@sewrpc.org

re: Proposed amendment to TIP re Pabst Farms Interchange

Dear Mr. Evenson:

The following comments are submitted on behalf of the American Civil Liberties Union of Wisconsin Foundation (ACLU-WIF), in response to a proposed amendment to the Transportation Improvement Program for Southeastern Wisconsin: 2007-2010 to advance the construction of an eastbound off-ramp and a westbound on-ramp at the IH 94 and CTH P interchange in Waukesha County to the years 2008 and 2009 from its current schedule, to occur beyond the year 2010.

The ACLU-WIF objects to SEWRPC or the state of Wisconsin proceeding with any effort to advance the development or construction of the proposed interchange facilities at Pabst Farms (CTH P), including any effort to amend the TIP, for the following reasons.

- **Need to Prioritize Regional Transit:** The state and local governments should not be spending millions of dollars for a highway interchange (and SEWRPC should not be pushing this project forward), as long as there is inadequate funding for sustainable transit options. SEWRPC Planning Report 049, the Regional Transportation Plan 2035, recommended a Transportation System Management Plan that included highway and non-highway elements, including a public transit element. The report stated at page 366: "All elements of the plan are considered to be of equal priority, and each element needs to be fully implemented to meet existing and forecast future year 2035 transportation needs and to provide a comprehensive, multi-modal, balanced, high quality transportation system in southeastern Wisconsin."
 - SEWRPC Planning Report 049, the Regional Transportation Plan 2035, recommended a Transportation System Management Plan which would increase average weekday revenue vehicle miles of the Region's transit systems by almost 75% between 2001 and 2035. (page 300, Table 108). Instead, due to state and local budget problems, funding for transit service has been inadequate, and "transit service was significantly reduced between the years 2000 and 2005." (p. 372). Additional transit service cuts and/or fare increases have occurred since 2005, and even more cuts and/or fare increases in both Waukesha and Milwaukee Counties have been proposed for 2008.
 - Increasing highway expenditures in the next two years by almost \$25 million for the Highway P interchange work at the same time as transit services are being cut back is completely contrary to the planning and implementation principles set

forth in the 2035 plan, which states that it is necessary to INCREASE transit at the same rate as highway construction. No interchange should move forward if transit is not moving forward.

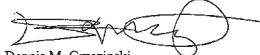
- Low income and minority persons who don't drive DO pay taxes - yet there is no meaningful transit connection to Oconomowoc, especially not from the region's center in Milwaukee. Consistent with the 2035 plan, no interchange should proceed without an iron-clad method of connecting low income and minority workers from central cities - including Milwaukee's central city - to both construction and retail jobs at any Pabst Farms development.
- **Need to Stop Segregated and Unaffordable Development:** Milwaukee is one of the most segregated metropolitan areas in the United States, and Oconomowoc is a segregated community. According to 2000 census data, the city of Oconomowoc was 96.7% non-Hispanic white, and the town of Oconomowoc was 98.3% non-Hispanic white. Yet Oconomowoc in general, and the Pabst Farms development in particular, do not include adequate, affordable workforce housing. No interchange should move forward unless there is also housing to help integrate the community and provide homes affordable to those who would work in any retail mall development.
- **Amending the TIP to advance the highway interchange violates Environmental Justice principles, both procedurally and substantively:** In establishing its Environmental Justice Task Force earlier this year, SEWRPC acknowledged the three basic Environmental Justice principles which have long been embodied in federal highway/transportation law: "(1) Ensure public involvement of low-income and minority groups in decision making; (2) Prevent 'disproportionately high and adverse' impacts of decisions on low-income and minority groups; and (3) Assure low-income and minority groups receive proportionate share of benefits." (SEWRPC EJTF policy, p. 1)
 - The questionable economic viability of the proposed Pabst Farms retail development has been demonstrated by the recent withdrawal of the developer from the project, and by public statements of local officials that a new interchange is now needed in order to attract a new developer for the project. Under these circumstances, and for the reasons already noted above, spending almost \$25 million to advance the construction of an interstate highway interchange to serve a completely speculative commercial development while pressing public transit needs go unfunded, raises serious substantive Environmental Justice issues.
 - At the same time that Waukesha County wants a largely state taxpayer-funded interchange at Pabst Farms, it is looking to impose what amounts to a tax on Milwaukee County residents, by increasing bus fares for workers who use transit to get from Milwaukee to jobs in Waukesha.
 - The stated functions for which SEWRPC's Environmental Justice Task Force was established include to "review and comment upon regional planning documents, at draft or scoping stages (including but not limited to analyses of the effects of particular planning activities or projects on EJ communities), with a specific focus on the effects of plans on EJ populations and whether and how the benefits and

burdens of those plans are shared."(EJTF policy, p. 3) Despite SEWRPC's creation of the Environmental Justice Task Force to address such matters the proposed amendment to the TIP relating to the Pabst Farms interchange was not formally submitted to the Task Force for review and comment; it is not clear whether members of the Task Force were even informally informed of the existence of the proposed amendment and of the public comment period. This failure to involve the Task Force, and the apparent absence of any outreach or publicity directed to low income and minority groups to obtain their comments and opinions on this amendment, represent serious procedural failures to satisfy SEWRPC's Environmental Justice obligations.

- **Need to Stop Air Pollution & Global Warming:** Building an interchange to facilitate a large speculative mall or retail development in rural Waukesha County is wrong - because that kind of development will generate huge volumes of new vehicular traffic, almost certainly creating more air pollution and contributing to global warming. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed. That is particularly true since in 2007 there has been a significant increase in the number of days with Air Quality alerts due to ozone and/or particulate pollution in southeastern Wisconsin.
- **Need to Stop Sprawl:** A big retail development in the Pabst Farms area will turn Oconomowoc into another sprawl development like Mayfair or Blue Mound Road. Such development - and the jobs it may create - should not be located in this rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded low and moderate-income workforce housing. The dramatic land-use changes which almost certainly would follow construction of the proposed interchange will increase demands on Waukesha County's already stressed water resources, as well as cover large areas of land with impervious buildings, roads and parking lots. These effects need to be taken seriously and studied, and these issues must be addressed, before an interchange moves forward.

SEWRPC's consideration of these comments regarding the proposed TIP amendment is appreciated.

Very truly yours,


Dennis M. Grzezinski
ACLU-WIF Cooperating Attorney

312 East Wisconsin Avenue, Suite 210, Milwaukee, WI 53202-4305
Tel. 414 289-9200 Fax 414 289-0664 Email dennisglaw@execpc.com

3

From: Linda
Posted At: Friday, October 26, 2007 11:28 AM
Conversation: Comment Related to IH 94/CTH P Interchange Amendment
Posted To: tip

Subject: Comment Related to IH 94/CTH P Interchange Amendment

Since construction has been halted on Pabst Farms, can't the allocation be used more wisely?

Linda Rosland
3412 N Pierce St
Milwaukee

From: Jenann Olsen
Posted At: Friday, October 26, 2007 10:43 PM
Conversation: No new interchange at Pabst Farms
Posted To: tip

Subject: No new interchange at Pabst Farms

Dear SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

NEED TO PRIORITIZE TRANSIT: The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward.

NEED TO STOP URBAN SPRAWL: A big shopping mall in the Pabst Farms area will turn Oconomowoc into another sprawl development. Why locate a huge retail development and these jobs out in this rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded workforce housing. These are serious effects that need to be studied before allowing the interchange to move forward.

NEED TO CONDUCT SERIOUS ENVIRONMENTAL IMPACT STUDIES: Waukesha is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

NEED TO SUPPORT TAXPAYERS: Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers and shouldn't be the goal for public investment. This is not wise use of taxpayer dollars and shouldn't be allowed to proceed.

NEED FOR MEANINGFUL PUBLIC INPUT: The taxpayer money spent on the Pabst Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Jenann Olsen
1029 North Jackson Street #1410
Milwaukee, WI 53202

From: Bonnie Pionke
Posted At: Saturday, October 27, 2007 10:05 AM
Conversation: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)
Posted To: tip

Subject: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)
October 27, 2007

Dear SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

NEED TO PRIORITIZE TRANSIT: The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward.

NEED TO PRIORITIZE DEVELOPMENT THAT BENEFITS WISCONSIN'S UNDERSERVED RESIDENTS: Our tax dollars should not be used to subsidize the wealthy at the expense of poor and working class residents. Good development has a real benefit to the community and includes connections to quality family supporting jobs for the underutilized labor force, transit to catalytic projects from underserved communities, and affordable housing so that people who work in an area can afford to live there. The Past Farm project fails to meet any of these standards and therefore should not receive public support.

NEED TO STOP AIR POLLUTION & GLOBAL WARMING: Assisting in building a huge mall or retail development in rural Waukesha County is wrong - because that kind of development will generate huge volumes of new vehicular traffic. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed.

NEED TO STOP URBAN SPRAWL: A big shopping mall in the Pabst Farms area will turn Oconomowoc into another sprawl development. Why locate a huge retail development and these jobs out in this rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded workforce housing. These are serious effects that need to be studied before allowing the interchange to move forward.

NEED TO SAVE FARMLAND: Wisconsin's agricultural economy is being threatened by ill-advised development on the some of the world's best agricultural soils. A mall is a short-term investment that will cause permanent damage to our farm economy.

NEED TO CONDUCT SERIOUS ENVIRONMENTAL IMPACT STUDIES: Waukesha is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

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Sincerely,

Bonnie & Brian Pionke
3254 South 15th Place
Milwaukee, WI 53215
Organization: Milwaukee Public Schools

From: Pamela Anderson
Posted At: Sunday, October 28, 2007 8:40 AM
Conversation: Pabst Farms Development
Posted To: tip

Subject: Pabst Farms Development
Please do not put our tax money toward the Pabst Farms Development in Waukesha County. This diverts money from where it is really needed... in the city. We have enough shopping centers, we truly do not need another.

A concerned citizen that votes.

Pam Anderson

From: Chris Lorenz
Posted At: Sunday, October 28, 2007 10:31 AM
Conversation: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)
Posted To: tip
Subject: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)

Dear SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

NEED TO PRIORITIZE TRANSIT: The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward. The public subsidization of the internal combustion engine needs to be reevaluated in light of the coming end of world's oil supply.

NEED TO PRIORITIZE DEVELOPMENT THAT BENEFITS WISCONSIN'S UNDERSERVED RESIDENTS: Our tax dollars should not be used to subsidize the wealthy at the expense of poor and working class residents. Good development has a real benefit to the community and includes connections to quality family supporting jobs for the underutilized labor force, transit to catalytic projects from underserved communities, and affordable housing so that people who work in an area can afford to live there. The Past Farm project fails to meet any of these standards and therefore should not receive public support.

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NEED TO CONDUCT SERIOUS ENVIRONMENTAL IMPACT STUDIES: Waukesha is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

NEED TO SUPPORT TAXPAYERS: Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers and shouldn't be the goal for public investment. This is not wise use of taxpayer dollars and shouldn't be allowed to proceed.

NEED FOR MEANINGFUL PUBLIC INPUT: The taxpayer money spent on the Past Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Chris Lorenz
217 N. 89th St.
Wauwatosa, WI 53226

From: Mike Brady
Posted At: Sunday, October 28, 2007 8:07 PM
Conversation: Oconomowoc Interchange
Posted To: tip
Subject: Oconomowoc interchange

Dear SEWRPC ... DO NOT change your transportation plans to accommodate a few wealthy western Waukesha County developers and leave Milwaukee County's transit system with limited funding, cuts in routes and increases in fares.

I cannot find this proposal to be anything but an outrage. If those Waukesha county residents want to cut taxes, start with that interchange. It is NOT needed; it should not be prioritized by SEWRPC or the State.

Thank you

Michael Brady
4718 West Bluemound Road
Milwaukee, WI 53208

From: Bill Sell
Posted At: Monday, October 29, 2007 12:12 AM
Conversation: Pabst Farms interchange Public Comment
Posted To: tip

Subject: Pabst Farms Interchange Public Comment
Dear SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

TRANSIT is the priority. Milwaukee is starving for cash to keep a bare minimum transit system running. The State has removed indexing of the gasoline tax which funded transit. Property taxes should not be used to fund transit. IN FACT, SEWRPC recommends a shift to Sales Tax to the Milwaukee County Board! The Pabst Farms venture will take money from the State which is better used for property tax relief and public transportation.

Pabst Farms is a boondoggle to some wealthy developers and the few wealthy folks who can afford to live miles away from the central economic district of the state. I understand that transit and affordable housing are not part of the Pabst Farms plan. Well, then, who is going to work at the shops that these bright mall developers create? Will they be flown in from Milwaukee by helicopter?

Not that we don't have enough problems with Sprawl eating up farm land and wasting resources like water and gasoline, now comes Pabst Farms with a big plan to make this mess worse.

This is not wise use of taxpayer dollars and shouldn't be allowed to proceed.

Sincerely,

William Sell
2827 S. Lenox St.
Milwaukee, WI 53207
Member Bay View Neighborhood Association (for identification purposes only)

From: dennissell@aol.com
Posted At: Monday, October 29, 2007 9:41 AM
Conversation: Objection To Proposed Pabst Farms Interchange (I-94/Highway P)
Posted To: tip

Subject: Objection To Proposed Pabst Farms Interchange (I-94/Highway P)

Dear Gentleman or Madam:
I am writing to object to strenuously object to the proposed \$23 million of state funding for the construction of a new interchange at Pabst Farms (I-94/Highway P).

The State of Wisconsin should not be spending millions of dollars for a highway interchange while failing to adequately fund sustainable regional public transportation. In my view, the state should increase transit funding at the same rate as highway construction. Clearly this is not the case. While the amendment to fund this construction of a new interchange would expand highways, transit stems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases.

In my opinion, assisting in building a huge mall or retail development in rural Waukesha County is wrong. This type of development will generate huge volumes of new vehicular traffic. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed.

What about the water shortage that Waukesha County is facing? That county is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

This type of taxpayer subsidy is poor public policy. Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers and shouldn't be the goal for public investment. Clearly, this project is not wise use of taxpayer dollars and should not be allowed to proceed.

Dennis Sell
238 North Stony Parkway
Milwaukee, WI 53208

From: hham3
Posted At: Monday, October 29, 2007 12:58 PM
Conversation: NAACP Opposition to Public Funds for Interchange at Pabst Farms
Posted To: tip
Subject: NAACP Opposition to Public Funds for Interchange at Pabst Farms
October 29, 2007

SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607

RE: NAACP MILWAUKEE BRANCH SAYS NO TO NEW INTERCHANGE AT PABST FARMS (I-94/HWY P)

Dear SEWRPC:

The NAACP - Milwaukee Branch objects to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange.

Researchers at the Brookings Institute recently identified SEWRPC as one of the most pro-suburban MPO's in the country. Once again, SEWRPC has failed to adequately address the interests of city residents, particularly minority residents. The taxpayer money spent on the Past Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Need to Prioritize Development that Benefits Wisconsin's Underserved Residents: Our tax dollars should not be used to subsidize the wealthy at the expense of poor and working class residents. Good development has a real benefit to the community and includes connections to quality family supporting jobs for the underutilized labor force, transit to catalytic projects from underserved communities, and affordable housing so that people who work in an area can afford to live there. The Past Farm project fails to meet any of these standards and therefore should not receive public support.

Need to Prioritize Transit: The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward.

Need to Conduct Serious Environmental Impact Studies: Waukesha is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

Sincerely,

Henry Hamilton II
Co-chair
NAACP Environmental Justice Task Force

October 29, 2007

TIP@sewrpc.org
SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607

RE: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)

Dear SEWRPC:

I write on behalf of Midwest Environmental Advocates, a non-profit environmental law center dedicated to protecting clean air, water and government. We object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

Need to Prioritize Transit: The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward at the same rate of investment.

Need to Stop Air Pollution & Global Warming: Assisting in building a huge mall or retail development in rural Waukesha County is an outmoded development model that is out of synch with efforts to curb climate change. This type of development will only fuel increased vehicular traffic, one of the biggest sources of climate change gases. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed.

Need to Stop Urban Sprawl: A big shopping mall in the Pabst Farms area will turn Oconomowoc into another sprawl development. We should not locate a huge retail development and these jobs out in a rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded housing options that would be affordable to a mall-based workforce.

Need to Save Farmland: Wisconsin's agricultural economy is being threatened by ill-advised development on the some of the world's best agricultural soils. A mall is a short-term investment that will cause permanent damage to our farm economy.

Need to Conduct Environmental Impact Studies: Waukesha is already unable to sustain its growth and faces a serious water shortage. We should not be spending taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts and the available water supply. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

Need to Support Taxpayers: Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers and shouldn't be the goal for public investment. This is not wise use of taxpayer dollars and shouldn't be allowed to proceed.

Need for Meaningful Public Input: The taxpayer money spent on the Past Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Name: Melissa K. Scanlan

Address: 1845 N. Farwell Ave., Suite 100
Milwaukee, WI 53202

Date: 10/29/07

Organization (if any): Midwest Environmental Advocates



16 North Carroll Street Suite #10 Madison, WI 53703 phone: 608.259.1000
fax: 608.259.1621
email: friends@1kfriends.org www.1kfriends.org

October 29, 2007

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Dear SEWRPC,

RE: IH 94/CTH P Interchange amendment

1000 Friends of Wisconsin registers its strong opposition to the proposed amendment to the Southeastern Wisconsin Regional Transportation Improvement Program (TIP); 2007-2010 to move up the timing and the source of funds for the proposed expansion of the I-94/CTH P interchange in Waukesha County.

There are several factors that lead to our opposition to this proposed amendment.

- 1) The interchange upgrade was proposed to meet the increased traffic demand caused by the development of a mall at Pabst Farms near the highway P interchange. Since the amendment was proposed, the proposed developer, General Growth Properties, Inc. has announced that it is withdrawing from the project, leaving Pabst Farm without a developer for the mall. Given that there is no developer for the project and given that the anticipated increase in traffic at the interchange will not occur until the mall is developed, it makes no sense to approve an amendment at this time. Any consideration of the amendment should be delayed until specific plans have been developed and funded by potential developers. The plans offered when the amendment was proposed are no longer valid.
- 2) The TIP should not be approved until environmental studies have been concluded that address the impact of the highway expansion. Previous studies have addressed only a smaller proposal that did not address the potential impacts of the new, expanded project.
- 3) The TIP should not be amended to allow more spending on highway expansion until all transit components of the TIP have been fully funded. Approving any highway expansion before transit funding is complete would be the clearest signal possible from SEWRPC that it has no intention of enforcing the transit improvements called for in the TIP.
- 4) At the very least, the amendment should not be approved until the developers have a fully funded plan for the proposed mall and a fully funded transit component for the proposed mall.
- 5) SEWRPC will demonstrate that the TIP is a meaningless plan if it simply rubber stamps proposed amendments that will lead to undermining the goals of the TIP. The proposed amendment to the TIP will authorize a highway expansion that will allow a significant increase in traffic at the Highway P Interchange as well as a significant increase in induced traffic. Indeed, at a time when SEWRPC should be working with local governments to reduce traffic and total vehicle miles traveled, it would be doing the exact opposite: increasing traffic and increasing sprawl.
- 6) If there are compelling reasons to actually proceed with the proposed project that override the above stated objections, the state should not finance the development. The proposed expansion is being proposed to assist a private developer complete a project. The state should not be in the business of underwriting the cost of sprawl and spending tens of millions of dollars to help out a private developer - especially at a time when the state is trying to figure out how to finance a \$6 billion freeway expansion and upgrade plan.

In summary, the proposed amendment to the TIP should be rejected. The amendment would lead to increased sprawl, more vehicle miles traveled at the expense of badly needed transit. The amendment would undermine attempts to enhance transit in southeastern Wisconsin.

Sincerely,

Steve Hiniker
Executive Director

Perfecting the Places We Live
To Protect the Places We Don't

From: jessica wineberg
Posted At: Wednesday, October 31, 2007 3:31 PM
Conversation: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)
Posted To: tip

Subject: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)
SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607

RE: NO NEW INTERCHANGE AT PABSTFARMS (I-94/HWY P)

Dear SEWRPC:

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (Hwy. P), and amending the TIP to include the interchange for the following reasons:

NEED TO PRIORITIZE TRANSIT: The state should not be spending millions of dollars for a highway interchange - while failing to adequately fund sustainable regional public transportation. The regional transportation plan states that it is necessary to INCREASE transit at the same rate as highway construction - but while this TIP amendment would expand highways, transit systems in both Waukesha and Milwaukee County are being threatened with cutbacks and/or fare increases. No interchange should move forward if transit is not moving forward.

NEED TO PRIORITIZE DEVELOPMENT THAT BENEFITS WISCONSIN'S UNDERSERVED RESIDENTS: Our tax dollars should not be used to subsidize the wealthy at the expense of poor and working class residents. Good development has a real benefit to the community and includes connections to quality family supporting jobs for the underutilized labor force, transit to catalytic projects from underserved communities, and affordable housing so that people who work in an area can afford to live there. The Past Farm project fails to meet any of these standards and therefore should not receive public support.

NEED TO STOP AIR POLLUTION & GLOBAL WARMING: Assisting in building a huge mall or retail development in rural Waukesha County is wrong - because that kind of development will generate huge volumes of new vehicular traffic. Those kinds of effects need to be taken seriously and studied before allowing the interchange to proceed.

NEED TO STOP URBAN SPRAWL: A big shopping mall in the Pabst Farms area will turn Oconomowoc into another sprawl development. Why locate a huge retail development and these jobs out in this rural area, far from the people who need and could fill these jobs, especially when the surrounding community has excluded workforce housing. These are serious effects that need to be studied before allowing the interchange to move forward.

NEED TO SAVE FARMLAND: Wisconsin's agricultural economy is being threatened by ill-advised development on the some of the world best agricultural soils. A mall is a short-term investment that will cause permanent damage to our farm economy.

NEED TO CONDUCT SERIOUS ENVIRONMENTAL IMPACT STUDIES: Waukesha is already unable to sustain its growth and faces a serious water shortage. Yet, we are ready to spend taxpayer dollars on a project in Oconomowoc without adequately considering the environmental impacts. There hasn't been a current or meaningful Environmental Impact Analysis of this proposal. The evidence shows that without the interchange there won't be a mall or large retail development - there needs to be an environmental analysis of ALL the consequences of the Pabst Farms Mall or retail development before the interchange is allowed to proceed.

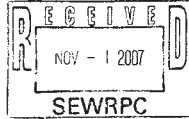
NEED TO SUPPORT TAXPAYERS: Spending millions of dollars in public money for an interchange that will primarily benefit a private mall developer doesn't help Wisconsin taxpayers and shouldn't be the goal for public investment. This is not wise use of taxpayer dollars and shouldn't be allowed to proceed.

NEED FOR MEANINGFUL PUBLIC INPUT: The taxpayer money spent on the Past Farm interchange comes from all of our pockets, not just from residents of Oconomowoc. Opportunities for meaningful public input, including input from low income and minority communities, should be created before this proposal is allowed to proceed.

Jessica Wineberg
Education and Planning
Bicycle Federation of WI
1845 N Farwell, Suite 100
Milwaukee, WI 53202
414-431-1761
www.BFW.org

Appendix A-2

WRITTEN COMMENTS RECEIVED FROM LOCAL PUBLIC OFFICIALS
DURING THE COMMENT PERIOD SEPTEMBER 28, 2007 TO OCTOBER 29, 2007



Department of Public Works
Infrastructure Services Division

Jeffrey J. Mantos
Commissioner of Public Works
James P. Purko
Director of Operations
Jeffrey S. Potenske
City Engineer

October 30, 2007

Mr. Phillip C. Evenson
Executive Director
Southeastern Wisconsin Regional
Planning Commission
W239 N1812 Rockwood Drive
Waukesha, WI 53187-1607

Subject: IH 94/CTH P Interchange
Proposed 2007-2010 TIP Amendment

Dear Mr. Evenson:

The City of Milwaukee has reviewed the proposed amendment to the 2007-2010 Transportation Improvement Program (TIP) for the Milwaukee Transportation Management Area. The proposed amendment is to advance construction of an eastbound off-ramp and a westbound on-ramp at the IH 94 and CTH P interchange. As you are aware, inclusion of the project in TIP is an essential step in the federally-mandated transportation planning process to be eligible for federal funding.

It is our understanding that the subject interchange improvement is necessary to maintain safe and efficient traffic operations upon 50% build-out of the 1500 acre Pabst Farms development. Development of the regional shopping mall component of the Pabst Farms development would be expected to achieve the 50% threshold. It appears that Wisconsin Department of Transportation's (WISDOT) proposed amendment to TIP to include construction costs estimated at \$23.5 million dollars from beyond 2010 to 2008/2009 was based on a commitment by General Growth Properties (GGP) to begin construction of the regional shopping mall in 2007. However, as has been well publicized, GGP has recently withdrawn from the project.

Given the uncertainty associated with the proposed regional shopping mall development, as well as the potential impacts to other essential projects funded under the National Highway System Program including reconstruction of the Marquette Interchange and resurfacing of West Good Hope Road in the City of Milwaukee resulting from advancing construction of the Pabst Farms Interchange, it is recommended that the 2007-2010 TIP not be amended to include construction of the Pabst Farms Interchange. Instead, it is recommended that the project be included in a future TIP as necessary when the schedule and traffic demand associated with the proposed regional shopping mall have been defined.

Very Truly Yours,

Members of the Advisory Committee on Transportation Planning
and Programming for the Milwaukee Urbanized Area

Jeffrey J. Mantos
Commissioner of Public Works

Jeffrey S. Potenske, P.E.
City Engineer

Paul Vornholt
Intergovernmental Relations

Michael Maierle
Long Range Planning
Department of City Development

cc: Mayor Tom Barrett
Patrick Curley
Phillip Walzak
Rocky Marcoux
Frank Busalacchi
Dwayne Johnson

Appendix B

**COMMISSION ANNOUNCEMENTS OF PUBLIC COMMENT PERIOD HELD FROM
SEPTEMBER 28, 2007, THROUGH OCTOBER 29, 2007**

Appendix B

NOTICE OF PUBLIC COMMENT PERIOD

PUBLIC REVIEW PERIOD ON AMENDMENT TO THE SOUTHEASTERN WISCONSIN REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP): 2007-2010

The Southeastern Wisconsin Regional Planning Commission is soliciting public comments on a proposed amendment to the Transportation Improvement Program for Southeastern Wisconsin: 2007-2010. A public review and comment period will be held through Monday, October 29, 2007.

The proposed amendment to the TIP made by the Wisconsin Department of Transportation would advance the construction of an eastbound off-ramp and a westbound on-ramp at the IH 94 and CTH P interchange in Waukesha County. The construction phase for this project was originally scheduled to occur beyond the year 2010, the last year of the TIP. The construction of this project in the amount of \$23.5 million has now been advanced to the years 2008 and 2009.

Copies of the proposed amendment are available at the Commission's website—www.sewrpc.org/tip—or from the Commission offices. Commission staff is available weekdays between 8:00 a.m. and 4:30 p.m. to meet with the public and to answer any questions concerning the proposed amendment.

Written comments may be provided via the U.S. Postal Service or may be submitted electronically via email, and should be received no later than Monday, October 29, 2007. Please submit them to:

Southeastern Wisconsin Regional Planning Commission
PO Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax 262-547-1103
Email: TIP@sewrpc.org
www.sewrpc.org/tip

2904990

Milwaukee Journal-Sentinel
September 28, 2007

PUBLIC REVIEW PERIOD ON AMENDMENT TO THE SOUTHEASTERN WISCONSIN REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP): 2007-2010

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Southeastern Wisconsin Regional Planning Commission
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Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax 262-547-1103
Email: TIP@sewrpc.org
www.sewrpc.org/tip

Milwaukee Community Journal
October 3, 2007

REUNION PUBLICA:

PARA REVISAR LA ENMIENDA AL PROGRAMA DE MEJORAMIENTO DE TRANSPORTE DE LA REGION SURESTE DE WISCONSIN (PERIODO 2007-2010)

La Comisión de Planeación del Sureste de Wisconsin está pidiendo al público en general que expresen sus opiniones o comentarios a la enmienda propuesta al Programa para el Mejoramiento de del Transporte de la Región Sureste de Wisconsin: 2007-2010. Sus comentarios serán recibidos hasta el lunes 29 de octubre del año en curso.

La enmienda propuesta al (TIP: TRANSPORTATION IMPROVEMENT PROGRAM) Departamento de Transporte de Wisconsin adelantaría la construcción de una rampa de salida hacia el este y una rampa de entrada al oeste de la autopista IH 94 e intersección CTH P en el Condado de Waukesha. La fase de edificación de tal proyecto originalmente fué agendada para terminarse después del año 2010, último año de duración del programa.

De acuerdo a ésta enmienda, el monto para la construcción de éste proyecto es de \$23.5 millones y se completaría en los años 2008-2009.

Copias de esta propuesta de enmienda están disponibles al público en página electrónica de la Comisión: www.sewrpc.org/tip o en las oficinas de la Comisión. Trabajadores de la comisión estaran recibiendo comentarios de Lunes a Viernes de 8:00 a.m a 4:30 p.m. para platicar con el público y contestar cualquier pregunta entorno a la propuesta de enmienda.

Comentarios por escrito pueden ser sometidos atravez del Correo Postal de los Estados Unidos o electrónicamente, a más tardar el lunes 29 de octubre del 2007

Por favor remita su correspondencia a:
Southeastern Wisconsin Regional Planning Commission
PO Box 1607
W239 N 1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721
Fax: 262-547-1103
Email: TIP@sewrpc.org
www.sewrpc.org/tip

PUBLIC REVIEW PERIOD ON AMENDMENT TO THE SOUTHEASTERN WISCONSIN REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP): 2007-2010

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Copies of the proposed amendment are available at the Commission's website— www.sewrpc.org/tip—or from the Commission offices. Commission staff is available weekdays between 8:00 a.m. and 4:30 p.m. to meet with the public and to answer any questions concerning the proposed amendment.

Written comments may be provided via the U.S. Postal Service or may be submitted electronically via e-mail, and should be received no later than Monday, October 29, 2007.

Please submit them to:
Southeastern Wisconsin Regional Planning Commission
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