INTRODUCTION

This report presents the public comment received on the proposed amendment to the 2007-2010 transportation improvement program (TIP) for Southeastern 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).


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:

- Twenty-two comments suggested that the State not fund the proposed interchange project, as it is failing to fund regional public transit,

- Seventeen comments noted that the regional transportation plan recommends the implementation of both public transit and highway improvement and expansion,

- 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,

- 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,

- 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

Appendix A-1

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

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

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

RE: NO NEW INTERCHANGE AT PABST FARMS (I-94/I-43)

I object to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms (I-94/I-43), or amending the TIP to include the interchange, for the following reasons:

- **Need toPrioritize 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 in 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. These 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 Moun Road. And why locate that 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 low and moderate-income housing? These effects need to be taken seriously and studied, and these issues must be addressed, before an interchange move 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.

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 (I-94/I-43), 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 DOE 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 cutsbacks 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 95.3% non-Hispanic white. Yet Oconomowoc is 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 homes for those who would work in any mall development.
From: Henry Loewer
Posted: Fri, October 05, 2007 4:49 AM
Conversation: Comment Related to H 6465/CHT/PH Interchange Amendment
Posted To: tp
Subject: Comment Related to H 6465/CHT/PH Interchange Amendment
Another side interchange to support bad development? To create another lame pie the Hwy 63 interchange?
There is no need running right through the Picket Farms site.
What’s being done to take advantage of such an obvious opportunity?
Henry Loewer

From: Jennifer Smy
Posted: Fri, October 19, 2007 2:25 PM
Conversation: Picket Farms Interchange
Posted To: tp
Subject: Picket Farms Interchange
BE: NO NEW INTERCHANGE AT PFA (9/14/79/MY/V)
Dear SDWIPC,
I expect to see SDWIPC, or the state of Wisconsin proceeding with its effort to develop or build an interchange at Picket Farms ( Hwy. 75), and installing the “TP” to include the interchange for the following reasons:
Need for efficient traffic flow.
We are located in a well-traveled area. The area needs to be well-maintained and ready for vehicles to travel through with ease, whether it be for local or long-distance travel.
Need to improve connectivity.
The proposed interchange would provide better connectivity and ease of access to the surrounding area, reducing travel times and congestion.
Need to support economic development.
An interchange would support economic development by providing better access to the area, encouraging new businesses to move in and existing businesses to expand.
Another key benefit of the interchange is the potential for increased property values in the area.
Jennifer Smy
4038 WY7070 Grove Street
Meadowbrook Park, WI

From: KO Schneider
Posted: Wed, October 10, 2007 3:34 PM
Conversation: Picket Farms Public Comments
Posted To: tp
Subject: Picket Farms Public Comments
Dear SDWIPC,
I am writing to urge all of you to oppose the proposal for interchange at the area.
In order to maintain the quality of life in the area, we need to ensure that the proposed interchange is designed in a way that minimizes its impact on the local community.
In addition, we believe that a new interchange would not be in the best interest of the area and its residents. We urge you to reconsider this proposal and to seek alternative solutions that would better serve the needs and interests of the residents.
Thank you for your consideration.
Kurt Schneider-Planning Chairman

From: Dave Reid
Posted: Fri, October 12, 2007 10:32 PM
Conversation: Picket Farms Public Comments
Posted To: tp
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.
LAW OFFICE OF DENNIS M. ORZINSKI
Environmental Law and Civil Litigation
October 25, 2007
Philip Revenon
SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607
312-845-0949

re: Proposed amendment to TIP on Pake Farms Interchange

Dear Mr. Revenon:

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 (TIP) for southeastern Wisconsin. 2007-2010 to advance the construction of an arterial frontage road and a westbound on-ramp at the I-94 and CHF-P intersection in Waukesha County in 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 Pake Farms (CHF-P), including any effort to amend the TIP, for the following reasons.

1. **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, insofar as it is a bad idea for funding sustainable transportation options. SEWRPC Planning Report 086, the Regional Transportation Plan 2015, recommended a Transportation System Management Plan that included highway and non-highway elements, including a public transit element. The report states at page 326: “All elements of the plan are considered to be of equal priority, and each effort needs to be fully implemented to meet existing and forecast future year 2015 transportation needs and to provide a comprehensive, multi-modal, balanced, high quality transportation system in southeastern Wisconsin.”

2. **SEWRPC Planning Report 086, the Regional Transportation Plan 2015, recommended a Transportation System Management Plan which would increase average daily vehicle miles of the Region’s transit network nearly 75% between 2003 and 2015. (Page 360, 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.” (Page 372). Additional transit service costs and/or fare increases have occurred since 2001, and even more cuts and/or fare increases in both Waukesha and Milwaukee Counties have been proposed for 2008.

3. **Increasing highway expenditures in the next two years by almost $25 million for the Highway 41 interchange work at the same time as transit services are being cut back is completely contrary to the planning and implementation principles an

4. **The questionable cost-effectiveness of the proposed Pake Farms retail development has been demonstrated by the most recent withdrawal of the developer from the project, and by public statements of local officials that a new interchange in need of a new developer for the project. Under these circumstances, and for the reasons already stated above, spending almost $25 million to advance the construction of an arterial highway interchange to serve a completely speculative commercial development while pressing public transit needs go unaddressed, raises serious substantive environmental justice issues.

5. **At the same time that Waukesha County wants a large state taxpayer-funded interchange at Pake Farms, it is looking to impose what amounts to a tax on Milwaukee County residents, by increasing tolls for workers who use transit to get from Milwaukee to jobs in Waukesha.

6. **The stated functions for which SEWRPC’s Environmental Justice Task Force was established include to “review and occur upon regional planning documents at draft or scoping stages (including but not limited to analyses of the effects of potential 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 barriers of those plans are shared” (JEFC 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 Pake 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 hearing 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 offset their comments and opinions on this amendment, represent serious procedural failures to satisfy SEWRPC’s Environmental Justice obligations.

7. **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 large 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 smoke and particulate pollution in southeastern Wisconsin.

8. **Need to Stop Sprawl: A key role development in the Pake 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, for 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 strained water resources, as well as over large areas of land with industrial buildings, roads and parking lots. These effects need to be taken seriously and studied, and these issues need to be addressed, before an interchange moves forward.

9. **SEWRPC’s consideration of these comments regarding the proposed TIP amendment is appreciated. Very truly yours,

Dennis M. Orzinski
ACLU-WIF Coordinating Attorney

312 E. Wisconsin Ave., Suite 201, Milwaukee, WI 53202-4105
Tel: 414-289-0150 Fax: 414-289-0594 Email: dennis@aclu-wi.org

From: Linda
Piethek at Friday, October 26, 2007 11:28 AM
Conversation: Comment Related to 314-4417-P Interchange Amendment
Piethek To:
Subject: Comment Related to 314-4417-P Interchange Amendment
Steve construction has been halted on Pake Farms, can't the allocation be used more wisely?

Linda Roesland
340 N. Lisbon St.
Milwaukee

From: Jenmarr Closs
Piethek on Wednesday, October 24, 2007 10:45 AM
Conversation: No new interchange at Pake Farms
Piethek To:
Subject: No new interchange at Pake Farms

Dear SEWRPC,

I attached to SEWRPC or the state of Wisconsin proceeding with any effort to develop or build an interchange at Pake Farms (no PIP’s) and am ending 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 while only increasing transit funding at 80% of the project costs. The exemption is a kick in the teeth for the residents of southeastern Wisconsin who have been hit the hardest by the state’s budget crisis.

NEED TO CONDUCT SPECIFIC ENVIRONMENTAL IMPACT STUDIES: Studies have already started to show that the interchange is already a source of air pollution and noise for the residents of the area. Even with the new interchange, the state has only committed to spending $25 million to improve the existing interchange, which is nowhere near enough to address the environmental impact of the project.

NEED TO STOP URBAN SPRAWL: A huge shopping mall in the Pake Farms area will turn Oconomowoc into another sprawl development. Why is the state funding this type of development when there are already significant problems with traffic and air pollution in the area? The state should be investing in sustainable transportation options and not spending millions of dollars on a project that will only add to the problems already facing the area.

NEED TO SUPPORT TAXPAYERS: Spending millions of dollars in public money for an interchange that will primarily benefit private developers and not the residents of southeastern Wisconsin is a waste of taxpayer money. The state should be focusing on developing sustainable transportation options and not spending millions of dollars on a project that will only add to the problems already facing the area.

NEED FOR MEANINGFUL PUBLIC INPUT: The tax money spent on the Pake Farms interchange comes from all of our pockets, no matter where we live in southeastern Wisconsin. Opportunities for meaningful public input, including input from low-income and minority communities, should be created before this proposal is allowed to proceed.

Jenmarr Closs
1209 North Jackson Street #1410
Milwaukee, WI 53202
Dear SEWRPC:

I object to the State of Wisconsin proceeding with any effort to develop or build an interchange at Pabst Farms [5], and am amending the TIF to exclude the interchange for the following reasons:

1. The interchange is not needed to accommodate traffic generated by the development.
2. The interchange will have a negative impact on the environment.
3. The interchange will not benefit the community.

I therefore request that the interchange be excluded from the TIF.

Sincerely,

[Signature]

[Contact Information]
October 29, 2007

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 (I-94/WY 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 outdated development model that is out of sync 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 those jobs out in a rural area, far from the people who need and could fill those 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 site of the world’s best agricultural soils. A mall is a short-term investment that will cause permanent damage to our farmland 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 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.

Sincerely,

Steve Heinzer
Executive Director

Name: Melissa K. Scanlan
Address: 1845 N. Farrell Ave., Suite 100
Milwaukee, WI 53202
Date: 10/29/07
Organization (if any): Midwest Environmental Advocates
Dear [CITY/SECTION]

I object to [PROJECT/REASON], the state of Wisconsin proceeding with any effort to develop or build an interchange at Paton Farms. (Paty, P.) and providing the T.I.P. to study the interchange for the following reason:

NEED TO PRIORITIZE TRANSIT: The state should not spend billions of dollars on a highway interchange while failing to provide what are reasonable, necessary public transportation options. The main transportation plan states that it is necessary to INCREASE transit at the same rate of highway construction — but with the T.I.P. presentation, transit appears to be set on the back burner along with climate and air quality goals. The interchange is not a major threat to transit and cannot federally funded.

NEED TO PRIORITIZE DEVELOPMENT THAT INCORRECTLY VIOLENTS UNDERREPRESENTED RESIDENTS: Our state and others have the potential to do a lot of good for poverty-level residents by improving public transportation to areas that are currently underserved. The project completely ignores the importance of bus and transit options for the underserved population of Paton Farms, making it impossible to provide any improvement for the underserved population of Paton Farms. Also, did not consider the potential for residents to be able to access the interchange easily. The project proposal fails to meet any of these standards and therefore should not receive public support.

NEED TO STOP ALL POLLUTION & GLOBAL WARMING: Avoiding in building a highway interchange development in rural Wisconsin County of [COUNTY] by using public transportation, which is a faster, cheaper, and more efficient way of moving people. This is especially true when considering the number of people using the interchange for commuting and daily needs.

NEED TO SAVE FARMLAND: Wisconsin’s agricultural economy is being threatened by development on the same of the agricultural land. It is a short-term investment that will cause permanent damage to our farm economy.

NEED TO CONDUCT SERIOUS ENVIRONMENTAL IMPACT STUDIES: Wisconsin is already unable to sustain its growth and needs to consider the future. This project needs to be studied carefully and considered the environmental impacts of the project. The economic impacts and the interchange will not be of a small or large scale development, there needs to be an environmental impact assessments of all the consequences of the proposed projects on or near development before the interchange is approved to proceed.

NEED TO SUPPORT MACROECONOMIC: Speeding in a series of dollars in public money for an interchange that will primarily benefit a private real estate company helps to develop neighborhood and should be the goal for public investment.

The next time you use a taxpayer dollars and should not be allowed to proceed.

NEED FOR BRANDING: PUBLIC SUPPORT: The largest monetary aspect on the Paton Farm interchange comes from all sectors: not just the residents of [CITY] Government. Opportunities for meaningful public input, including feedback from lower-income and minority communities, should be considered before this proposal is allowed to proceed.

[sender_info]

www.WI.gov
Appendix A-2

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

October 30, 2007

Mr. Phillip C. Evenson
Executive Director
Southeastern Wisconsin Regional Planning Commission
W259 N1612 Rockwood Drive
Waukesha, WI 53187-1407

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 $22.5 million dollars from beyond 2010 to 2012/2009 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

Jeff Safey, Commissioner of Public Works
Jeffrey J. Mirel, P.E.
City Engineer

Patt Vornholt
Intergovernmental Relations

Michael Mairie
Long Range Planning
Department of City Development

cc: Mayor Tom Barrett
    Patrick Curley
    Phillip Walzak
    Rocky Marcocchi
    Frank Bussafchi
    Dewayne Johnson
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 I-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

Milwaukee Journal-Sentinel
September 28, 2007
REUNION PUBLICA:
PARA REVISAR LA ENMIENDA AL PROGRAMA DE
MEJORAMIENTO DE TRANSPORTE DE LA REGION SURESTE
DE WISCONSIN (PERIODO 2007-2010)
La Comision de Planeacion del Sureste de Wisconsin esta pidiendo
al publico en general que expresen sus opiniones o comentarios a la
enmienda propuesta al Programa para el Mejoramiento de del
Transporte de la Region Sureste de Wisconsin: 2007-2010. Sus
comentarios seran recibidos hasta el lunes 29 de octubre del ano en
curso.
La enmienda propuesta al (TIP: TRANSPORTATION IMPROVE-
MENT PROGRAM) Departamento de Transporte de Wisconsin
adelantaria la construccion de una rampa de salida hacia el este y
una rampa de entrada al oeste de la autopista I-94 e interseccion
CTH P en el Condado de Waukesha. La fase de edificacion de tal
proyecto originalmente fue agendada para terminarse despues del
ano 2010, ultimo ano de duracion del programa.
De acuerdo a esta enmienda, el monto para la construccion de este
proyecto es de $23.5 millones y se completaria en los anos 2008-
2009.
Copias de esta propuesta de enmienda estan disponibles al publico
en pagina electronica de la Comision: www.sewrpc.org/tip-- o en las
oficinas de la Comision. Trabajadores de la comision estaran recibi-
endo comentarios de Lunes a Viernes de 8:00 a.m a 4:30 p.m. para
platicar con el publico y contestar cualquier pregunta entorno a la
prouesta de enmienda.
Comentarios por escrito pueden ser sometidos atraves del Correo
Postal de los Estados Unidos o electronicamente, a mas 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
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 Depart-
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Copies of the proposed amendment are available at the Commission’s
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Written comments may be provided via the U.S. Postal Service or may
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Please submit them to:
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Email: TIP@sewrpc.org
www.sewrpc.org/tip

El Conquistador
September 28, 2007