

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION SUMMARY OF RECORD OF PUBLIC COMMENT

A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2027-2030

BACKGROUND AND CONTEXT

This element constitutes the formal record of public comment for the preparation and review of the 2027-2030 transportation improvement program (TIP). As part of developing the TIP, local engineers, planners, and transit operators within the Region were contacted in an attempt to include all proposed State and local government transportation projects in the TIP. The TIP is reviewed by the Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urban areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urban area and representatives of Federal and State transportation and environmental protection agencies. The TIP is reviewed by the Commission for consistency with the regional transportation plan.

The public comment period on the draft TIP extended from August 26, 2026, through September 24, 2026. A virtual public meeting was held on the draft TIP on September 9, 2026, during the comment period. Formal announcement of the public meeting was provided through paid notices appearing in the *Milwaukee Journal Sentinel* and the *Milwaukee Community Journal* on August 26, 2026. Copies of these notices are included in Figure 1 of this element. An email announcing the public meeting was sent to the Commission's email distribution list on September 4, 2026. A copy of the email is also included in Figure 1.

In addition, beginning on August 26, 2026, the draft *Transportation Improvement Program for Southeastern Wisconsin: 2027-2030* was posted on the Commission's website and was available for review at the Commission offices during normal business hours of 8:00 a.m. to 4:30 p.m., Monday through Friday. A summary description of the draft TIP, notice of the public meeting on the draft TIP, and opportunity to submit comments electronically were also available on the Commission's website. A copy of the webpage posted on the Commission's website for the draft TIP, along with the webpages summarizing the TIP development and approval process, are included in Figure 1. Comments on the TIP could also be submitted via email or the U.S. mail.

Additional outreach included the Commission staff emailing members of the Commission's Community Engagement and Benefits (CEB) Task Force describing the purpose of the TIP, informing them of the availability of the draft TIP and the public meeting, and inviting them to comment on the draft TIP either at the meeting or during the 30-day comment period. Announcements of the availability of the draft TIP and of the public comment period and meeting on the draft TIP were sent via email to over 2,500 individuals who have signed up to receive electronic notices and newsletters.

Since the TIP is consistent with, and serves as a stage of implementation of, the regional transportation

plan, most of the projects in the TIP receive public involvement and comment as part of the regional transportation planning process. Many projects in the TIP also receive public involvement and comment as part of a local annual or State biennial budget, capital improvement program or program of projects, and preliminary engineering and environmental process.

Figure 2 provides a summary of, and attendance record for, the virtual public meeting. During the public comment period, 7 people provided written comments via the TIP website and 1 person provided comments via a phone call. Figure 3 provides the comments received on the draft TIP, including comment received from Washington County regarding its projects being identified illustratively in the draft TIP as delinquent due to the sponsor not providing local match to Federal metropolitan planning funds. No Federal action may be taken on an illustrative project by the FHWA and FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP.

SUMMARY OF COMMENTS

Summaries of the Written Comments Provided Electronically on the Draft TIP Website

- A total of six people provided comment on the level of funding should be increased for projects other than, or at a similar level as, highway projects—particularly highway improvement (widening) projects. Specifically, five people suggested that the level of funding be increased—including four people suggesting that funding for transit improvement and expansion projects be increased—and four people suggested that the level of funding for bicycle/pedestrian be increased. Of the six people providing such comments, three specifically suggested that the level of funding be reduced for highway projects, including highway expansion projects.

Note from Staff: The TIP is a list of all transportation projects that State and local governments propose to implement in the next four years with Federal U.S. Department of Transportation funding. The Commission only has discretion over the allocation of a very small proportion of federal funding. Therefore, the TIP reflects the priorities of State and local governments in Southeastern Wisconsin. During the compilation of the TIP, each implementing agency submits its projects for inclusion, and they are then reviewed by Commission staff for consistency with the recommendations of the regional transportation plan. The TIP is not intended to prioritize one mode over another; rather, the TIP reflects results of funding decisions already made through a variety of selection and project prioritization processes.

While VISION 2050—the current regional land use and transportation plan—recommends significant improvement to, and expansion of, public transit in the Region, including eight rapid transit lines, four commuter rail lines, and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi services under the vision plan, Federal transportation planning regulations require that the Region’s transportation plan only include projects that can be funded with existing and reasonably expected revenues. Given existing Federal and State restrictions on the use of those reasonably expected revenues for specific types of projects or services, the portion of the transit recommendations of VISION 2050 that can be funded by these revenues is included in the Fiscally Constrained Transportation System (FCTS) for VISION 2050. Due to the funding gap between the VISION 2050 transit recommendations and the reasonably available revenues and current restrictions on the use of those revenues, transit service under the FCTS would be expected to decline in the Region over the next 30 years, with only a modest implementation of the transit expansion and improvement recommended under VISION 2050.

Like the FCTS, the TIP can only include projects that can be funded with existing and reasonably expected revenues, given existing and reasonably expected restrictions on the use of those revenues for specific types of projects and services. However, the \$770 million (or approximately 22 percent of total expenditures) programmed over the four years of the draft TIP for transit projects are expected to essentially maintain the existing transit service, with implementation of transit expansion projects. It is expected that transit operators will continue to work within the four years of the TIP to most efficiently operate their systems given current funding constraints, to avoid or minimize cuts in transit service.

Of the \$770 million, about \$3.7 million (or half a percent of transit projects) is programmed in the draft TIP for transit expansion activities, including projects related to the expansion of the Lakefront Trolley system and other bus routes in the City of Kenosha. While these programmed expenditures are modest compared to the level of system expansion recommended in VISION 2050, such projects can further assist in traffic congestion mitigation, encourage economic development, reduce automobile dependence, and provide economic resilience, particularly in the corridors where they are located. Because transit operators are utilizing most of the available transit funding to maintain existing systems, future improvement and expansion requires action by the State and Federal governments to provide additional transit funds or allow local governments the ability to generate additional funds on their own (which they are currently not allowed to do).

The bicycle/pedestrian element of VISION 2050 recommends the development of a 700-mile network of off-street bicycle paths, the provision of bicycle accommodations on the 3,300 mile arterial street and highway system as it is resurfaced or reconstructed segment-by-segment, and that pedestrian facilities be provided for safe, efficient, and accessible pedestrian travel. The TIP includes approximately \$44.4 million for stand-alone bicycle/pedestrian projects, which includes about \$17.5 million for new on-street bicycle facilities and off-street paths. These facilities would add approximately 12.7 miles to the existing on- and off-street bicycle network. These projects are in addition to many of the arterial street and highway resurfacing and reconstruction projects in the draft TIP that may provide new or improved bicycle and pedestrian accommodations as part of the projects.

- One person commented that that the TIP should include projects that address flooding.

Note from Staff: Roadway projects can contribute to reducing the risk and impact of flooding in the vicinity of the project through the provision of stormwater management systems that adequately convey captured stormwater and through stormwater retention/detention that can reduce the transportation facility's contribution to downstream flooding. However, the Region has been increasingly affected by more frequent and severe flooding events. Such events have exceeded the design capacities of existing transportation infrastructure and present significant challenges to the continued functionality, safety, and resilience of the transportation system. As such, efforts are underway to identify vulnerable roadways and make them more resilient to larger storms and flooding events. This can include measures such as improving or hardening drainage infrastructure to reduce the potential for roadway washout, undermining, or collapse.

With respect to the TIP, one project (Project No. 014-23-213) includes a small amount of funding specifically intended to improve transportation system resilience through the Federal Protecting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. While there is currently only one project with PROTECT funding, a number of other projects in the draft TIP involve the replacement of culverts and bridges and provide opportunities to incorporate measures that improve the transportation system's resilience to flooding. As

additional vulnerabilities are identified, it is expected that future TIPs could include additional projects that address the resiliency of the transportation system to flooding.

Other comments received:

- One person commented that freeway projects should only include safety improvements and not increase capacity, as they induce additional travel. Another person suggested that there should be a moratorium on freeway widenings.

Note from Staff: VISION 2050 anticipates the continued segment-by-segment reconstruction of the regional freeway system. The regional freeway system was originally built in the 1950s, 1960s, and 1970s, and is approaching the end of its useful life. Over the last few decades, there have been significant advances in freeway design, as a result of research and experience in freeway operations. The existing freeway system has many deficiencies in design—left-hand exits and entrances, lack of shoulders, service interchanges spaced too close to freeway-to-freeway interchanges, and multi-point exits. As part of the preliminary engineering and environmental impact study, alternatives for rebuilding the segments to modern design standards, addressing the design deficiencies of the existing freeway system and improving travel safety are expected to be considered.

With respect to freeway widening, VISION 2050 recommends the widening of about 57.1 miles of freeway in Southeastern Wisconsin, along with the widening of about 145 miles of surface arterial roadways. As part of the development of VISION 2050, more efficient land use, expanded public transit, bicycle and pedestrian facilities, and transportation system management and travel demand management measures were considered first to address existing and probable future congestion prior to any consideration given to arterial street and highway system improvement and expansion. With respect to land use, VISION 2050 proposes that new development occur at higher densities focused in areas within or adjacent to existing urban development served by public sanitary sewer and water systems, while avoiding development in the Region's environmentally sensitive areas and best remaining agricultural lands. VISION 2050 also proposes more than a doubling of transit service in the more densely developed areas of the Region, including the development of two commuter rail corridors and a network of eight rapid transit corridors (either bus rapid transit or streetcar extension operating as light rail). In addition, VISION 2050 proposes the development of a 700-mile network of off-street bicycle paths and the provision of bicycle accommodations on the 3,300 mile arterial street and highway system as it is resurfaced or reconstructed segment-by-segment. Arterial street and highway system improvement and expansion—widening of arterials upon their reconstruction and new arterial facilities—was then considered to address the residual highway traffic volume and traffic congestion which may not be expected to be alleviated by the other measures.

The arterial system capacity expansion proposed in VISION 2050 represents about an 8 percent expansion in arterial system lane-miles over the next 35 years. The year 2050 arterial street and highway system is designed to serve the expected increase in vehicle miles traveled (VMT) in the Region of 23 percent by the year 2050 (even with the more than doubling of transit and a more compact development pattern proposed under the VISION 2050). Even with this expected growth in travel by the year 2050, implementation of the arterial highway improvements and expansion under VISION 2050 would be expected to maintain or slightly improve from current levels overall traffic congestion, travel time delay, and average trip times.

It should also be noted that each arterial street and highway project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or local government prior to implementation. The preliminary engineering and environmental studies will

consider alternative alignments and impacts, including a no-build option, and final decisions as to whether and how a planned project will proceed to implementation will be made by the responsible State, county, or local government at the conclusion of preliminary engineering.

- One person commented on the need for a Regional Transit Authority to allow for a more integrated and efficient metropolitan system.

Note from Staff: VISION 2050 recognizes that, although providing adequate funding is the most important step needed to implement the significant improvement and expansion of transit service recommended in the plan, the creation of a regional transit authority (RTA) with the ability to collect dedicated funding, and construct, manage, and operate the recommended transit system would bolster and simplify the implementation process. As a number of the recommended transit services extend across city and county boundaries, a regional agency could assist in implementing these recommended services. Creation of an RTA in the Region would require action by the State Legislature and Governor. State legislative efforts to create an RTA, however, have not progressed since 2010.

- One person commented that US 12/STH 67 needs to be widened to 4 lanes between the Cities of Elkhorn and Whitewater.

Note from Staff: While VISION 2050 recommends the extension of the USH 12 freeway from the City of Elkhorn to the City of Whitewater,

the implementation of recommended transportation system improvements is entirely dependent upon the actions taken by local, county, areawide, State, and Federal units of government. Each proposed arterial street and highway project will need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, county for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

Due to its inclusion in the State budget, WisDOT initiated preliminary engineering and environmental impact study in 2016 for the section of USH 12 between the Cities of Elkhorn and Whitewater. In July 2016, WisDOT suspended the study due to lack of need at that time for corridor-wide improvements and for constructing a new freeway. However, that work did identify potential locations for safety improvement along USH 12 between the Cities of Elkhorn and Whitewater.

- One person commented that that the TIP should include projects that replenish our water supply.

Note from Staff: While some roadway projects in the TIP may involve construction or replacement of water mains or incorporate stormwater management practices, the TIP is intended to list only transportation related projects.

- One person commented that there should be better coordination amongst the various levels of government to minimize the harm to businesses when highways are under construction.

Note from Staff: Construction projects are disruptive to adjacent residents and businesses. During preliminary engineering of roadway projects, the involved project sponsors hold public meetings to present and discuss project design concepts with concerned and affected local residents/homeowners and business owners. Typically, the effect of the project on affected residents and local businesses are discussed, including on details on traffic controls, driveway/lane closures, and detours. Often, the project sponsors have separate meetings with the businesses themselves or relevant business organizations to discuss ways to minimize the disruptions to their business. In the development of the final design plans and project sequencing, project engineers and project sponsors attempt to balance accommodating local residents/businesses with the potential added cost and timing of the project. Often techniques are employed—such as, newsletters, signage, and social media posts—to inform residents of the project’s progress and of upcoming work and closures. Such techniques can also be employed to inform the public at-large that businesses are open and on how to access them.

* * *

Figure 1
Notice of Virtual Public Meeting and Review Period

JOIN US AT A VIRTUAL PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2027-2030* (TIP). The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years.

Copies of the draft TIP are available electronically at the Commission's website www.sewrpc.org/TIP or from the Commission offices. Commission staff are available weekdays by appointment between 8:00 am and 4:30 pm to meet with the public and answer any questions concerning the TIP. Public comments are encouraged and invited.

Public comment can be provided by the following:

- **Virtual Public Meeting: Wednesday, September 9, 2026, 5:00 – 6:00 pm**
This meeting will begin with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide written or oral comments in real time. Presentation slides and a recording will be made available after the scheduled meeting if participants are unable to attend.

Those interested in participating in the meeting will need to register in advance. More information on the virtual public meeting and how to register can be found at www.sewrpc.org/TIP. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 am and 4:30 pm at 262-953-4285.

- **Written Comments:**
Comments may be provided via U.S. mail, email, or by phone through September 24, 2026, to:



Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org Phone: 262-953-4285

The public involvement activities and the length of public review and comment period described in this notice for the draft Transportation Improvement Program for Southeastern Wisconsin: 2027-2030 will satisfy the Federal Transit Administration public involvement requirements for the Program of Projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, City of Milwaukee, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, City of Waukesha, and City of West Bend.

WNAXLP

Milwaukee Journal Sentinel

August 26, 2026

Figure 1 (continued)

JOIN US AT A VIRTUAL PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2027-2030* (TIP). The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years.

Copies of the draft TIP are available electronically at the Commission's website www.sewrpc.org/TIP or from the Commission offices. Commission staff are available weekdays by appointment between 8:00 am and 4:30 pm to meet with the public and answer any questions concerning the TIP. Public comments are encouraged and invited.

Public comment can be provided by the following:

- **Virtual Public Meeting: Wednesday, September 9, 2026, 5:00 – 6:00 pm**
This meeting will begin with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide written or oral comments in real time. Presentation slides and a recording will be made available after the scheduled meeting if participants are unable to attend.

Those interested in participating in the meeting will need to register in advance. More information on the virtual public meeting and how to register can be found at www.sewrpc.org/TIP. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 am and 4:30 pm at 262-953-4285.

- **Written Comments:**
Comments may be provided via U.S. mail, email, or by phone through September 24, 2026, to:



Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org Phone: 262-953-4285

The public involvement activities and the length of public review and comment period described in this notice for the draft Transportation Improvement Program for Southeastern Wisconsin: 2027-2030 will satisfy the Federal Transit Administration public involvement requirements for the Program of Projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, City of Milwaukee, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, City of Waukesha, and City of West Bend.

WNAXLP

Milwaukee Community Journal

August 26, 2026

Figure 1 (continued)

COMMENT ON THE DRAFT TIP NOW THROUGH SEPTEMBER 24

DRAFT 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

The Commission has prepared a [draft 2027-2030 Regional Transportation Improvement Program \(TIP\)](#) listing all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years in the Southeastern Wisconsin Region. The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin by their programming of projects to be undertaken in each of the next four years. The draft 2027-2030 TIP contains 428 projects representing a total potential investment in transportation improvements and services of \$3.5 billion over the next four years.

HEAR MORE AND TELL US WHAT YOU THINK

The Commission is seeking public comment on the draft 2027-2030 TIP through **Thursday, September 24, 2026. If you would like to meet with Commission staff to discuss the TIP before the comment period ends, please let us know.**

Comment can be provided by one of two ways:

- **Virtual Public Informational Meeting** – A virtual public meeting on the draft 2027-2030 TIP will be held Wednesday, September 9, 2026, from 5:00 p.m. to 6:00 p.m. This meeting will begin with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide written or oral comment in real time. Presentation slides and a recording will be made available after the scheduled meeting if participants are unable to attend.

Those interested in participating in the meeting will need to register in advance. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 am and 4:30 pm at 262-953-4285.

[Click HERE to Register](#)

- **Written Comments** – Comments may be provided through Thursday, September 24, 2026, via U.S. mail, e-mail, or using the [comment form online](#).

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org

To review the draft 2027-2030 TIP and provide comments, please visit sewrpc.org/tip or click on the link below:

[Click HERE to Review the Draft 2027-2030 TIP](#)

People needing disability-related accommodations are asked to contact the Commission office at (262) 547-6721 a minimum of three business days before the meetings so that appropriate arrangements can be made regarding access, review or interpretation of materials, active participation, or submission of comments.

Figure 1 (continued)



Figure 1 (continued)



About Us ▾

Regional Planning ▾

Local Planning ▾

Info & Data ▾

Services ▾

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a listing of federally funded transportation projects proposed to be carried out by State and local governments over the next four years.

Draft 2027–2030 Transportation Improvement Program Available for Public Review and Comment Through September 24, 2026

The Commission receives proposed TIP projects from local governments, the State, and transit agencies; the Commission only has discretion over the allocation of a very small proportion of federal funding.

The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin by their programming of projects to be undertaken in each of the next four years. The TIP is not intended to prioritize one mode over another; rather, the TIP reflects results of funding decisions already made through a variety of selection and project prioritization processes.

Projects in the TIP are required to be consistent with VISION 2050, the Regional Transportation Plan (RTP); and, transit, arterial highway, and other improvement projects proposed to be implemented in the next four years with federal funding from the U.S. Department of Transportation must be listed in the TIP.

The TIP has the following elements:

1. [Project Listing](#) (More detailed information about the projects listed in the draft 2027–2030 TIP is available on the [eTIP website](#) [↗](#)). A table of additional projects proposed to be added to the 2027–2030 can be found [here](#).
2. [Project Status](#)
3. [Financial Plan](#)
4. Contribution of TIP toward achieving RTP and Federal performance goals (coming soon)
5. Public Involvement/Comment (coming soon)

Contacts

Christopher Hiebert, PE
MPO Director
262.953.3227

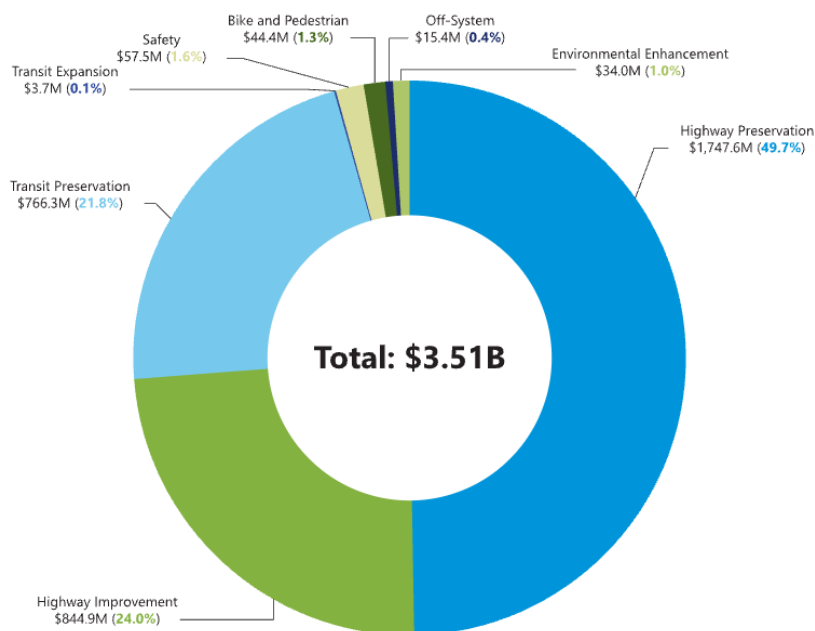
Ryan Hoel, PE
Chief Transportation Engineer
262.953.4285

Committees

- Advisory Committees on Transportation System Planning and Programming
 - Kenosha Urbanized Area
 - Milwaukee Urbanized Area
 - Racine Urbanized Area

Figure 1 (continued)

Programmed Expenditures by Source and Project Type: 2027-2030 (\$ million)



West Bend Urban Area

Related Links

Open All

- + TIP Materials (Current 2025-2028 TIP)
- + TIP Development and Approval
- + MPO Project Selection
- + Related Plans
- + Proposed Amendments (Current 2025-2028 TIP)
- + Adopted Amendments
- + Administrative Modifications
- + Obligated Projects

Public Information Meeting

A virtual public meeting was held on Wednesday, September 9, 2026. A [brief presentation](#) by Commission staff on the draft TIP was given, followed by an opportunity for participants to ask questions and provide written or oral comment in real time.

Draft 2027-2030 Comments

Use the comment box below to submit comments regarding the draft TIP from Wednesday, August 26, 2026, through Thursday, September 24, 2026.

First Name (Required)	Last Name (Required)	
Email (Required)	Organization	
Mailing Address		
City (Required)	State (Required)	Zip
Comments		

Submit

☐ I'm not a robot



Figure 2

Virtual Public Meeting Summary and Attendance Record: Wednesday, September 9, 2026

Virtual Public Meeting
September 9, 2026
5:00 p.m. – 6:00 p.m.

The virtual public meeting began with a brief presentation at 5:00 p.m. by Commission staff on the draft Transportation Improvement Plan for Southeastern Wisconsin: 2027-2030. Following the presentation, attendees had an opportunity to ask questions and provide written or oral comment in real time. A recording of the virtual public meeting can be found on the Commission's website [here](#) (passcode = 5Wd?\$dDG).

Attendance Record

Stephanie Hacker (partial attendance)
Christopher T. Hiebert
Ryan W. Hoel
William Henning

Executive Director
MPO Director
Chief Transportation Engineer
Engineer

Attendees

Samual Engsberg
Scott Schmidt

Citizen
Chief Public Works Officer, Washington County

Figure 3
Comments Submitted via Email, Online Form, or by Phone during Public Comment Period

First Name:	Jeff
Last Name:	Sponcia
Comments:	Thanks for the draft TIP. May I ask, why is there no funding for a Transit Improvement category, when there's Transit Preservation and Transit Expansion? Bike-Ped has all three categories (which it should), why can't Transit be allocated additional funding for Transit Improvement projects, in addition to Transit Preservation and Transit Expansion? Also, the 0.1% of funding allocated towards Transit Expansion is paltry, to say the least. This region should be visionary and fund many different future transit expansion projects across the areas of our counties that need it most.
First Name:	Kim
Last Name:	Irby
Comments:	Seeing that bicycle and pedestrian projects only make up 1.3% of the TIP programmed expenditures is incredibly disappointing! As well as the measly 0.1% for transit expansion. I understand that there are a lot of needs for the typical roadway system, but bike/ped/transit are infrastructure that we really need to be heavily investing in for environmental, economic, health, and social benefits. The more we can help Southeastern Wisconsin residents be less dependent on cars to get around, the better off our region will be.
First Name:	Chris
Last Name:	Fox
Comments:	-There should be an increase in pedestrian/accessibility improvements for people with disabilities, especially adjacent to transit to allow them to access fixed route transit and decrease the demand for paratransit services in Milwaukee County. -Increase funding to maintain and expand MCTS fixed routes to include additional bus rapid transit lines. -Freeways should only be redesigned for safety purposes, not expanded for induced demand that currently doesn't exist. -Establish a Regional Transit Authority to allow for a more integrated and efficient metropolitan system.
First Name:	Donald
Last Name:	Voigt
Comments:	I would like your consideration and comments regarding the extension of the 4 lane route 12/67 from Elkhorn, WI to Whitewater, WI. Route 12/67 4 lane terminates in Elkhorn from the 1960, to the present! Large semi trucks are forced to use the 2 lane route 12/67 from Elkhorn to Whitewater making it UNSAFE to the local residents along this route. Please do the right thing that has been overlooked for decades and expend the 4 lane 12/67 road!

Figure 3 (continued)

First Name: Matt
Last Name: Mleczko
Comments: The budget breakdown is very disappointing and strikes me as pretty inconsistent with VISION 2050. That plan has a lot of material about reducing car dependency and its environmental and health consequences by supporting public transit and promoting smart growth. Yet the overwhelming amount of resources in this TIP seem dedicated to perpetuating the status quo and prioritizing highways over all other modes of transport. I think we can do much better.

First Name: Nate
Last Name: Loy
Comments: The fact that 3/4 of our regional transportation funding is directed at highways is absurd. Given that over 1/3 of Americans don't drive, we should be directing *significantly* more funding towards transit and bike/ped infrastructure. The I-94 expansion is a prime example of how misguided our priorities are: hundreds of millions of extra dollars being spent to create an even larger financial liability next time the section is up for reconstruction (not to mention the interim maintenance), while transit riders are facing devastating loss of service that could be (at least temporarily) staved off with a mere few percentage points of the I-94 East/West project cost.

SEWRPC and WisDOT MUST adopt a moratorium on freeway expansions, seek to downsize the system as opportunities arise (rebuilding I-794 and WI-175 as freeways would be unconscionable - they must be converted to boulevards), and advocate for massive investment in public transit as funding becomes available (working in tandem with elected officials and community groups to make that happen). The professions of traffic engineering and transportation planning (I say this as someone who's in school to shift careers and become a transportation planner) have blood on their hands from the initial construction of urban freeways, and their ongoing expansions. It is our responsibility to begin correcting those deadly mistakes.

First Name: Barbara
Last Name: Scotty
Comments: A larger allocation of projects/funds will be better served by ensuring bike and pedestrian safety.

First Name: Robert
Last Name: Chernow
Comments: Bob Chernow here. I'd like to discuss with one of you folks over there, two or three areas that I think ought to be put into your regional transportation improvement program that you probably are not considering. One is flooding. especially on the expressways. Two, is perhaps some way to replenish our water supply. And then thirdly, coordination among different municipalities, state and federal government, so that we can dramatically reduce the harm that is coming to businesses when highways are shut down. Thank you. (via phone)

Figure 3 (continued)

First Name: Brad
Last Name: Stern

Comments: September 24, 2026
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607
Email: tip@sewrpc.org

Re: Public Comment regarding 2027-2030 Transportation Improvement Program

Dear Commissioners:

Introduction and Requested Disposition

Once more, Washington County finds itself having to submit a public comment in relation to a proposed Transportation Improvement Program that seeks to defund Washington County projects in retaliation for Washington County's lawful decision to leave SEWRPC. Most recently the County submitted a comment because SEWRPC attempted to amend a prior TIP that sought to remove two Washington County projects: (1) CTH D Pavement Replacement (CTH WW to Kettle View Road), identified by Washington County as completed in 2025 with funds paid; and (2) Lannon Road Pavement Replacement (CTH Q to STH 175), awarded through the Milwaukee Urbanized Area process with construction slated for 2027. After receiving the Comment, and a call from one of the County's Congressional Delegation, SEWRPC wisely opted to table the proposed amendment. But, alas, here we are again. For the reasons explained below, SEWRPC lacks legal authority to unilaterally delete or defund programs identified in the 2027-2030 TIP and otherwise confer upon Washington County the undefined and legally unrecognized label of "delinquent" as a basis to unfairly discriminate against the County and its taxpayers. Washington County respectfully requests removal of the "delinquent" label and full funding of all proposed Washington County projects and programs.

SEWRPC's Limited Role and Lack of Authority under Wisconsin Law

SEWRPC is a regional planning commission whose powers derive from Wis. Stat. §66.0309. Its role is advisory and planning-focused; it does not possess independent executive authority to direct, veto, or unwind project selections or funding decisions made by authorized state or local transportation agencies. See Wis. Stat. §66.0309(8). Wisconsin courts have recognized that RPCs are limited-purpose planning bodies, not substitute governments with plenary powers. See SEWRPC's Limited Role and Lack of Authority Under Wisconsin Law *Busse v. Dane County Regional Planning Comm'n*, 181 Wis. 2d 527 (Ct. App. 1993). By proposing to unilaterally delete County projects and programs, SEWRPC exceeds the bounds of its statutory planning mandate. WisDOT is the state agency charged by statute with the powers and duties necessary to plan, promote, and supervise all state highways and the state's participation in federal-aid highway programs. Wis. Stat. § 84.01. SEWRPC cannot assume or override WisDOT's statutory role, nor may it alter local-state project commitments reflected in State-Municipal Agreements.

Figure 3 (continued)

Federal TIP/MPO Framework and Why Unilateral Deletion Is Improper

Federal law requires that metropolitan transportation planning be a cooperative, continuing, and comprehensive process. See 23 U.S.C. § 134; 23 C.F.R. §§ 450.104, 450.306. The TIP must include a prioritized, fiscally constrained program of projects developed through required consultation and public involvement and consistent with the metropolitan transportation plan. See 23 C.F.R. §§ 450.326, 450.328. Amendments to TIP must comply with the same cooperative procedures, including consultation with State and local officials and sponsors, fiscal-constraint demonstrations, and applicable public involvement requirements. See 23 C.F.R. §§ 450.326, 450.328. SEWRPC's proposed unilateral removal of Washington County's projects and programs—without noticed, cooperative engagement with the project sponsor and WisDOT, without a proper fiscal-constraint analysis in context, and without the required procedural steps—contravenes the federal framework. An MPO cannot re-write the TIP by fiat or retroactively “defund” an awarded, SMA-backed project in active design. The cooperative process and consultation requirements are not optional. SEWRPC did not provide Washington County with advance notice of the proposed exclusion, defunding, or mislabeling as “delinquent” projects which have among others already been approved by State and Federal authorities. The absence of notice itself underscores the procedural defects and the lack of cooperative planning required by 23 C.F.R. §§ 450.306, 450.326, 450.328. The projects in question are as follows: 14-23-683 – Pavement Replacement of Lannon Rd (CTH Y) from County Line Rd (CTH Q) to Appleton Ave (STH 175) in the Village of Germantown (0.9 mi). This project was awarded through the Milwaukee Urbanized Area process; A State-Municipal Agreement is in place, design is underway; bidding is targeted for early 2027. Improperly labeled as delinquent. • 014-23-221 – Operating Assistance for Washington County Shared Ride Taxi Service (Sec 85.20, FTA 5311, ARPA, and FTA 5307) Funding Programs: ARPA, FTA 5311 Funding: 2,606,300; 821,900; 2,435,300 = 5,863,500 Exempt — improperly labeled Delinquent. These are recurring, federally supported operating funds. SEWRPC has no authority to delete or reclassify ongoing programmatic operating assistance. • 014-23-223 – Purchase of Four Replacement Vehicles per Year (Bariatric Van or Minivan Side Entry) for the Washington County Shared Ride Taxi Program Funding Programs: FTA 5307, FTA 5311 Funding: 640,800; 67,000; 66,000 = 773,800 Exempt — improperly labeled Delinquent. Fleet replacement under federally supported programs cannot be summarily marked delinquent or removed; federal program eligibility and sponsor commitments remain binding. • 000-23-224 – Countywide Specialized Demand-Responsive Transportation Services for the Elderly and Disabled (Sec 85.21) Funding: 690,000; 138,000 = 828,000 Exempt — improperly labeled Delinquent. This is a statutory Wisconsin §85.21 program with state-mandated ongoing funding, which SEWRPC has no authority to delete.

No Authority to Claw Back or Reallocate Funds Through TIP Amendment

An updated TIP is not a funding “claw back” mechanism for projects and programs already approved, nor is it a place for SEWRPC to fictitiously and without legal authority label as “delinquent.” Federal-aid oversight and project funding obligations flow through State DOT processes and federal approvals, not unilateral MPO action. SEWRPC has no statutory authority to rescind payments already made on a completed project or to reprogram committed funds contrary to WisDOT's statutory role under Wis. Stat. § 84.01 and the cooperative federal process in 23 U.S.C. § 134 and 23 C.F.R. Part 450. Any attempt to use a TIP to effectuate a de facto claw back or to unsettle

Figure 3 (continued)

executed agreements exceeds SEWRPC's planning authority and violates applicable law.

Statutory Right to Withdraw; Lack of Notice; Retaliation Concerns

Wisconsin law permits a county to withdraw from a regional planning commission. Wis. Stat. §66.0309(16). Washington County received no notice of the proposed amendment eliminating its projects, despite their completed and advanced statuses. The timing and targeting of the proposed deletions, coupled with lack of notice, raise serious concerns that the action may be retaliatory in nature, thus subjecting SEWRPC to significant liability. While Washington County hopes SEWRPC will adhere to its legal limits and the required cooperative process, continued actions that penalize the County's protected choices could expose SEWRPC to injunctive and declaratory relief.

Conclusion

SEWRPC's proposed TIP exceeds its legal authority and violates the cooperative, procedural, and fiscal-constraint requirements governing TIP content and amendments. Federal law demands cooperation and consultation; state law confines SEWRPC to a planning role and preserves WisDOT's statutory authority.

Respectfully submitted on behalf of Washington County,

Electronically signed by Bradley S. Stern

Bradley S. Stern

Washington County Attorney

BSS:jml

c: Governor Tony Evers

State and Federal Legislators

Washington County Board of Supervisors

Kenosha County Supervisors Amy Maurer, John Holloway and Robert Pitts

Milwaukee County Supervisors Isaac Rowlett, Priscilla Coggs-Jones and Adam Tindall-Schlicht

Ozaukee County Supervisors Eric Stelter, Natalia Minkel-Dumit and Joe Messinger

Racine County Supervisors Tom Kramer, Don Trottr and Trevor Jung

Walworth County Supervisors Brian Holt and Adam Jaramillo

Waukesha County Supervisors Paul Decker, Michael Crowley and Dewayne Johnson