

## **A RESOLUTION**

Opposing the Wisconsin Department of Transportation (WISDOT) and U.S. Department of Transportation (USDOT) I-94 East-West Corridor Expansion

Whereas, Governor Evers announced in July of 2020 that he would ask for Federal Approval to rebuild I-94 between 16<sup>th</sup> and 70<sup>th</sup> Streets; and

Whereas, the State of Wisconsin Department of Transportation recommended in 2016 expanding I-94 in the East-West Corridor from three lanes to four lanes; and

Whereas, Religious, Civil Rights and Environmental Groups have long opposed I-94 expansion and called for an increase in and improvements to the public transportation system as a matter of racial equity, given that persons of color in the region are more likely to be transit dependent; and

Whereas, the City of Milwaukee experienced a decline in population of 105,000 people from 1960 to 1980 when the freeway system in Milwaukee County was originally constructed and a further loss in population of 41,000 people from 1980 to 2010 for a net loss in population of 146,000 people from 1960 to 2010; and

Whereas, Waukesha County gained 122,000 in population from 1960 to 1980 and gained an additional 110,000 in population from 1980 to 2010 for a net gain in population of 232,000 people from 1960 to 2010; and

Whereas, this loss in population of people moving from the City of Milwaukee to Waukesha County is a racial equity issue related to decades of white flight to suburban counties, and has increased segregation in the metropolitan region; and

Whereas, any further expansion of I-94 will only make this racial equity problem worse; and

Whereas, the additional money that would have to be spent to add a lane to I-94 could be better spent repairing streets and for public transportation; and

Whereas, the proposed reconstruction and expansion of I-94 would worsen global warming, increase air pollution and not fix congestion or safety; and

Whereas, the Coalition for More Responsible Transportation has developed a better, more cost-effective alternative for the I-94 East-West Corridor that would directly benefit the City of Milwaukee by connecting communities and residents to the region's major economic centers, and to other economic and activity centers; and

Whereas, the Coalition for More Responsible Transportation's Rehab and Transit proposal calls for:

1. Repair of the highway system with spot improvements without adding lanes
2. Incorporation of an East-West Transit System into the I-94 project plan

Whereas, the City of Milwaukee adopted Resolution File No. 011729 in 2002 opposed to the widening of I-94 between the Zoo Interchange and the Marquette Interchange;

: now, therefore,

BE IT RESOLVED, that the City of Milwaukee reiterates its opposition to the expansion of I-94 in the East-West Corridor by the Wisconsin Department of Transportation and the U.S. Department of Transportation and supports the Rehab and Transit proposal put forward by the Coalition for More Responsible Transportation.