Sandsend, the head of the Wisconsin chapter of the pro-military organization Vote.Vets.org, served in Ramadi in 2003, where he worked with the Iraqi Special Police Forces to accomplish yet another of Bush’s goals: training Iraqi security forces (otherwise known as "the as they stand up, we’ll stand down"). 

But Sandsend said that goal and the other areas of the occupation—finding WMDs, removing Saddam Hussein from power and paving the way for free elections and a democratically elected parliament—were just "dynamic goals" set up as conditions changed on the ground. 

Sandsend said that after much deliberation, he could only conclude that the Bush administration wasn’t being straight about its reasons for invading Iraq. 

"I honestly believe that the mission was to get us into a bind that could control all prices worldwide," Sandsend said now.

Sandsend said the situation is so unstable that he doesn’t believe there is a military solution to such a tangled political problem. 

"I don’t even know what victory looks like," he said. "Without a goal, there is no victory."

Sandsend urged voters to support the troops by holding legislators accountable for their votes on the war and veterans’ issues. 

"[Jeff] Davis [and Sen. Ron] Feingold have been good," Sandsend said. "But the other [Sen.] cats have to listen to their constituents."

What’s your take?
Write editor@ybopress.com or comment on this story online at www.cypresspressonwaukee.com.

Mass Transit and Milwaukee’s Concerns Ignored

But perhaps most frustrating is the DOT’s refusal to consider mass transit options while planning its $19 billion expansion of the freeway. City leaders have stressed the importance of adding mass transit options instead of or in addition to extra freeway capacity, as has the Southeastern Wisconsin Regional Planning Commission.

"We feel that [the DOT] should have been looking at mass transit alternatives that might be able to be implemented either in combination with freeway work or as an alternative in its entirety," said Jeffrey Poleski, Milwaukee’s city engineer.

A fitting alternative would be the Kenosha-Racine-Milwaukee (KRM) commuter rail line, which runs parallel to the I-94 corridor and ease congestion during rush hour.

Poleski said it was "frustrating" that the KRM, which he called a "great project," is stalled while road拓宽 could not agree on a funding source, while the I-94 project, if built with state and federal funds, will most likely get the green light.

DOT Secretary Bryan Bullock and Gov. Jim Doyle have done nothing to break the stalemate among those who support and oppose the KRM while the freeway expansion and other road projects have been prioritized.

"Something has to change if we are truly going to have this balanced approach to transportation, and the strategy that we have to move these projects forward has to change as well," Poleski said.

Last week, Poleski and Milwaukee Department of Public Works (DPW) Commissioner Jeffrey Manteo testified in a letter to the state DOT that the upcoming study of improvements to the Zoo Interchange must include plans for mass transit.

"It is DOT’s goal that the West Allis Light Rail, which runs under the south leg of the Zoo interchange, be preserved for potential future transit users," the letter states. "The City of Milwaukee is committed to maintaining the viability of the Zoo Light Rail to accommodate future demand."