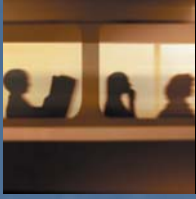


Why Consider a Major Public Transit Improvement in the KRM Corridor?

- To provide a necessary and desirable alternative to the automobile in a heavily traveled corridor
- To provide a high quality alternative to the automobile during IH 94/IH43 freeway system reconstruction over the next 20 years
- To support and promote higher density infill development and redevelopment, which results in efficiencies for public infrastructure and services, including transportation
- To contribute to efficiency in the transportation system, including reduced highway traffic and congestion, air pollution and energy consumption
- To meet the travel needs – access to jobs, education, and other – of the significant portion of the population (15% of households) without an automobile
- To enhance economic development by providing improved labor force accessibility
- To enhance quality of life by providing choice of travel mode and to permit the reduction in household expenditures on transportation, permitting greater savings, other expenditures, and a higher standard of living
- To better connect southeastern Wisconsin with northeastern Illinois
 - Improved connection should promote economic and population growth in the KRM corridor and southeastern Wisconsin
 - Improved job and labor force accessibility
 - Improve accessibility to and enhance GMIA; arts, culture, and entertainment venues; and colleges and universities

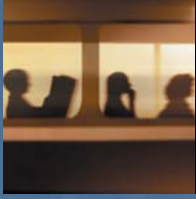




Intergovernmental Partnership

- Intergovernmental Partnership jointly created in March 2005 to complete further study of KRM commuter rail
 - County Executives of Kenosha, Milwaukee, and Racine Counties
 - Mayors of the Cities of Kenosha, Milwaukee, and Racine
 - Secretary of the Wisconsin Department of Transportation
 - Chairman of SEWRPC
- Purpose and role of Partnership
 - Conduct and complete the necessary technical studies – corridor “alternatives analysis” including environmental impact statement
 - To identify costs and benefits to permit KRM commuter rail to be considered for implementation locally
 - To permit the project to be eligible for Federal discretionary capital funding
 - Scheduled for completion in spring 2007
 - SEWRPC staff is project manager for study

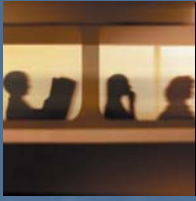




Southeastern Wisconsin Regional Transit Authority

- Created in 2005 - 2007 State budget
- Three Counties – Kenosha, Milwaukee, and Racine
- Seven member governing body
 - One each appointed by the Kenosha, Milwaukee, and Racine County Executives
 - One each appointed by the Kenosha, Milwaukee, and Racine City Mayors
 - One appointed by the Governor from the City of Milwaukee
- Regional Planning Commission acts as staff to RTA
- Subject of Recommendations to State legislature and Governor by November 2008:
 - Role of RTA in sponsoring and operating commuter rail and public transit
 - Local funding source for local share of costs of commuter rail and for local share of costs of all public transit
 - Plan for distribution of such local funding among the transit operators in the three counties
 - Coordination of commuter rail and public transit
- To date, has recommended that the local share of KRM commuter rail costs be funded by a rental car fee of \$15 per transaction.

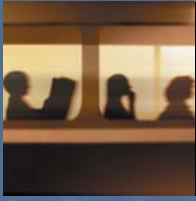




Commuter Rail Alternative

- Connect Milwaukee and Racine to existing Chicago-Kenosha commuter rail
- 33-mile route using existing Union Pacific Railroad (UP) and Canadian Pacific Railway (CP) freight lines
- 9 stations
 - Existing stations at Kenosha and Milwaukee
 - New Stations at Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis, and Milwaukee South Side
- Level of service
 - Service provided during all time periods
 - 14 weekday trains in each direction
 - Operating speed – up to 59 mph
 - Average speed – 38 mph

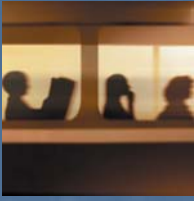




Commuter Rail Alternative

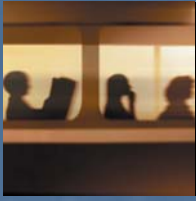
- Shuttle bus service
 - Dedicated service between Amtrak station and Milwaukee central business district
 - Dedicated service between General Mitchell International Airport and Cudahy-St. Francis station
- Train operation
 - Service provided by meeting existing Metra trains at either Kenosha or Waukegan
 - Two new trains between Milwaukee and Chicago (to Milwaukee in A.M. and to Chicago in P.M.)
 - Contract with UP Railroad and provide timed-transfer (6 minutes) at Kenosha and Waukegan to Metra
 - Diesel-multiple-unit cars ("DMUs" or self-propelled coaches)





Commuter Rail Alternative





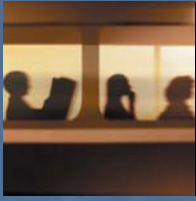
Bus/TSM Alternative

- The bus alternative is an improved and expanded bus service
 - The best that can be done to improve existing bus service
 - Expansion and enhancement of the existing Wisconsin Coach Lines service and the MCTS Freeway Flyer Route 48 service
- South of Oak Creek, service routed primarily along STH 32
- North of Oak Creek, service splits into two routes
 - Via South Milwaukee, Cudahy, St. Francis and Milwaukee's South Side along Packard Avenue and Lake Parkway
 - Via Oak Creek and General Mitchell International Airport along STH 100 and IH 94
- 29 stations or stops
 - Existing transit stations at Kenosha and Racine
 - New transit stations at Oak Creek and Cudahy-St. Francis
 - Passenger information systems at selected stations



Photo: www.prevostcar.com

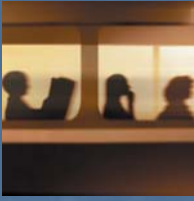




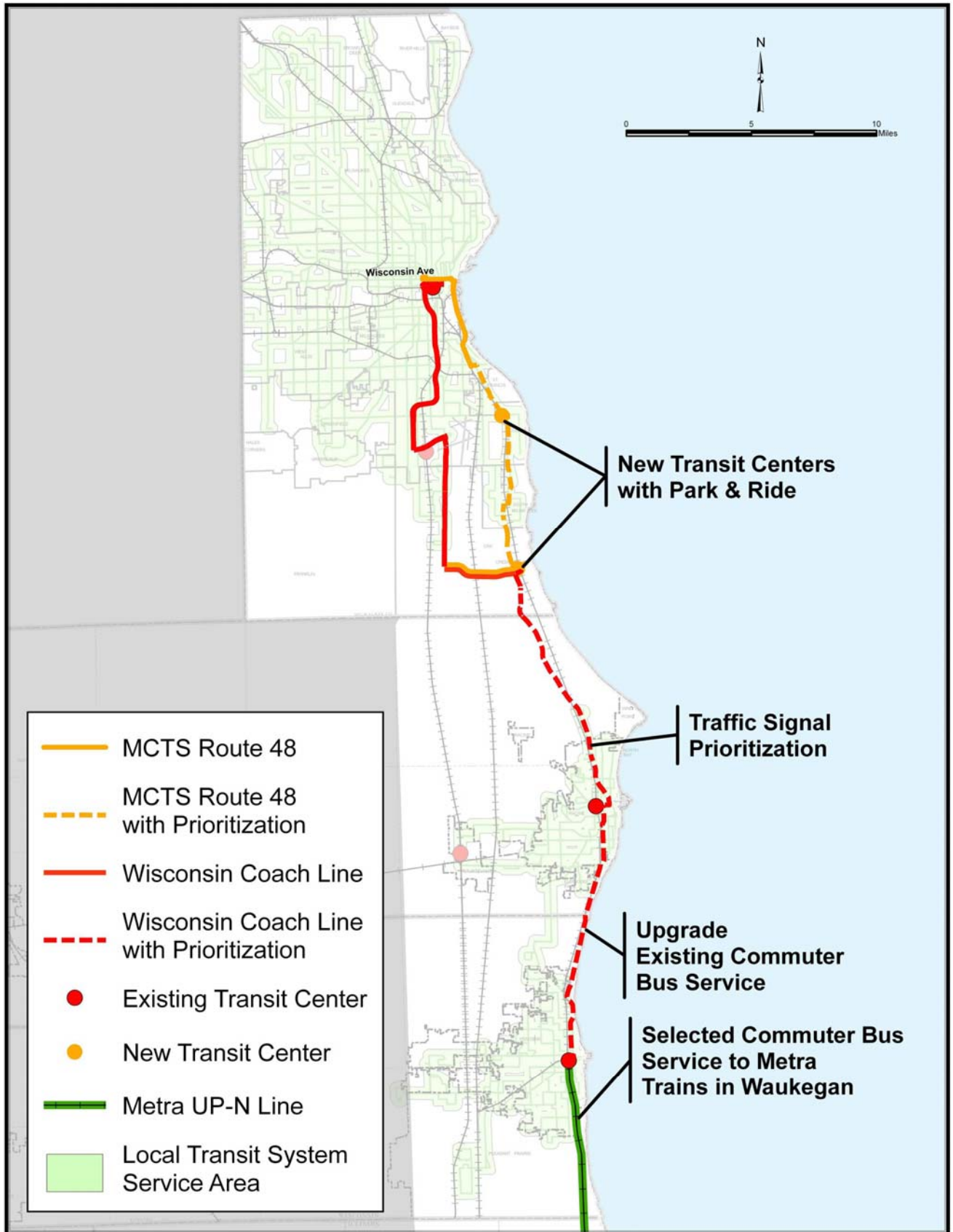
Bus/TSM Alternative

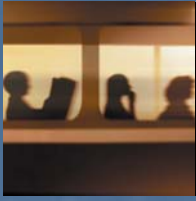
- Level of Service
 - Service provided during all time periods
 - 14-17 weekday buses in each direction
 - Traffic signal prioritization
 - Operating speed – same as street or highway being used (Average speed – 20 to 29 mph)
- Local area service
 - All buses travel the length of the Milwaukee central business district to provide local distribution and collection
 - Direct service to and from GMIA for buses that do not serve South Milwaukee and Cudahy-St. Francis
- Coordinated with Metra commuter train service at Kenosha or Waukegan
- Motor coach vehicles with commuter bus amenities





Bus/TSM Alternative





Evaluation and Comparison of Commuter Rail & Bus Alternatives

Travel Time

- Commuter rail will be much faster than bus in connecting the Kenosha, Milwaukee, and Racine areas to each other and with Northeastern Illinois.

	Milwaukee to Kenosha	
	<u>Average Speed</u>	<u>Average travel time</u>
Commuter Rail	38 mph	52 minutes
Bus	20 to 29 mph	83 to 108 minutes

In comparison, a trip by automobile between Milwaukee and Kenosha during the peak traffic hours may be expected to require 54 minutes.

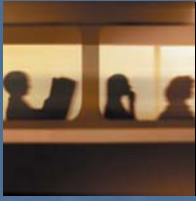
Reliability

- Unaffected by congestion, commuter rail would also provide the highest level of reliability, comfort and convenience.

Ridership

- Commuter rail may be expected to attract more than twice the ridership than bus, annually attracting 1.71 million trips vs. 0.66 million for bus.
- Trips on commuter rail will also be longer than those on bus, so passenger miles on commuter rail will be four times that of bus, 25.2 million passenger miles vs. 6.2 million for bus.





Evaluation and Comparison of Commuter Rail & Bus Alternatives

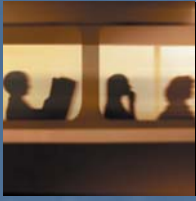
Impact on Highway System

- Commuter rail will have four times the impact on highway system traffic and traffic congestion.
- Commuter rail will provide a far superior alternative mode of travel during IH 94 reconstruction.

Impact on Air Pollutant Emissions and Energy Consumption

- Commuter rail will have four times the reduction in vehicle generated air pollutant emissions and vehicle energy consumption compared to the bus. Additional reductions in air pollutant emissions and energy consumption may be expected due to commuter rail's potential to encourage higher density development.



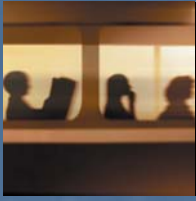


Evaluation and Comparison of Commuter Rail & Bus Alternatives

Development/Redevelopment Potential

- Commuter rail will have the potential to result in more efficient higher density land development around its stations and reduce urban sprawl
 - Encourage desirable needed and planned development/redevelopment in central cities of Milwaukee, Racine, and Kenosha and inner, older suburbs of Cudahy, St. Francis, and South Milwaukee
 - Encourage higher density more efficient development in developing communities of Oak Creek, Caledonia, and Somers
- Commuter rail may be expected to support, and assist in bringing about, planned development around its 9 stations of up to:
 - 23,000 residential units
 - 71,000 jobs
 - 7.6 million square feet of retail space
 - 4.7 million square feet of office space
- Increase in assessed valuation of \$7.9 billion
- Increase in retail sales of \$750 million
- Some of this development and redevelopment will only occur because of commuter rail:
 - 12,800 residential units
 - 17,100 jobs





Evaluation and Comparison of Commuter Rail & Bus Alternatives

Accessibility to Jobs:

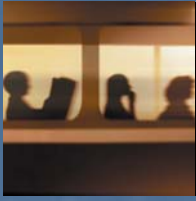
- Due to its higher average speeds and resulting lower travel times, commuter rail will provide greater accessibility to the significant number of jobs in the KRM / northeastern Illinois corridor.

Corridor Jobs (1 mile station radius—Year 2000)

• Downtown Milwaukee	110,300
• Milwaukee County	21,600
• Kenosha and Racine Counties	28,200
• Chicago North Shore Suburbs	95,100
• Chicago North Side	58,500
• Downtown Chicago	599,400

- An estimated 246,000, or 41 percent, of City of Milwaukee residents reside within 3 miles of the two proposed KRM train stations in the City, some within walking distance and others within a short connecting bus or shuttle ride or drive or drop-off by automobile. Of these City residents, 58 percent, or 143,000, are minorities, and 29% do not have access to an automobile.
- An estimated 108,000, or 57 percent, of Racine County residents reside within 3 miles of the two proposed KRM train stations in Racine County, some within walking distance and others within a short connecting bus or shuttle ride or drive or drop-off by automobile. Of these County residents, 30%, or 32,000, are minorities, and 11% do not have access to an automobile.
- An estimated 96,000, or 64 percent, of Kenosha County residents reside within 3 miles of the two proposed KRM train stations in Kenosha County, some within walking distance and others within a short connecting bus or shuttle ride or drive or drop-off by automobile. Of these County residents, 20 percent, or 19,000, are minorities, and 8 percent do not have access to an automobile.



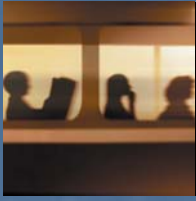


Evaluation and Comparison of Commuter Rail & Bus Alternatives

Corridor Economic Development & Growth:

- Due to its much higher average speeds and shorter travel times, commuter rail will do a significantly better job of more closely connecting Kenosha, Racine, and Milwaukee to each other and to northeastern Illinois and Chicago.
 - This improved linkage between southeastern Wisconsin and the mega-metropolitan area of northeastern Illinois may be expected to result in more economic and population growth in the KRM corridor and in southeastern Wisconsin.
 - The potential for future economic growth of southeastern Wisconsin through more closely linking to Northeastern Illinois is one of a few major economic development themes being advanced for southeastern Wisconsin by the Milwaukee 7.
 - Companies such as S.C. Johnson have cited the importance of this link to Northeastern Illinois to retaining and attracting qualified employees, and maintaining and expanding its presence in southeastern Wisconsin.
- Commuter rail will also increase use of General Mitchell International Airport by northeastern Illinois residents.
- It will also increase accessibility to southeastern Wisconsin area arts, culture and entertainment.





Evaluation and Comparison of Commuter Rail & Bus Alternatives

Capital and Annual Operating & Maintenance Costs

- Commuter rail would have higher capital costs and annual operating and maintenance (O&M) costs than bus *
- Capital cost -- \$198 million for commuter rail compared to \$27 million for bus
- Annual O&M cost -- \$10.9 million total and \$6.3 million net (less passenger fares) for commuter rail compared to \$3.2 million total and \$1.9 million net for bus
- Annualized combined capital and total O&M cost -- \$25.9 million for commuter rail compared to \$4.2 million for bus
- About 80 to 90 percent of capital and net operating and maintenance costs may be expected to be funded with Federal and State funds

* Under the previous study, commuter rail with 15 round trips had an estimated \$225 million capital cost and a \$27 million annual total O&M cost.

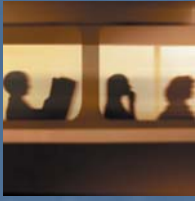




Conclusions

- Substantial benefits of commuter rail outweigh its increased costs
 - Faster average speeds and shorter travel times
 - Higher reliability, comfort, and convenience
 - Significantly higher ridership – total and new trips and trip length
 - Greater impact on highway traffic and congestion
 - Higher quality and more effective alternative during freeway reconstruction
 - Greater reduction in air pollutant emissions and energy consumption
 - Potential to support and encourage more efficient high density infill land development and redevelopment representing significant new housing, jobs, tax base, and retail sales
 - Provide accessibility to significant number of jobs in southeastern Wisconsin and northeastern Illinois
 - Can contribute significantly to southeastern Wisconsin economic growth and development by more closely connecting northeastern Illinois with southeastern Wisconsin
 - By better connecting and attracting northeastern Illinois residents to GMIA, could improve GMIA airline flight service and promote southeastern Wisconsin economic growth
 - May be expected to assist in attracting more northeastern Illinois visitors to southeastern Wisconsin arts, culture, and entertainment, and make attractions in northeastern Illinois more accessible to southeastern Wisconsin residents
 - Will increase accessibility to both southeastern Wisconsin and northeastern Illinois colleges and universities





KRM Project Funding

Capital Cost Funding¹ (millions)

Source	Type of Funding	Percentage	Amount
Federal Transit Administration (FTA) Section 5309 Transit Capital Investment Program - Discretionary Grant for New Starts	Federal	50	\$99.2
Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds ²	Federal	9.0-13.6	\$18.0-27.0
Commuter Rail Transit System Development Grant Program ³	State	18.2-20.5	\$36.1-40.6
Required Local Share	Local	18.2-20.5	\$36.1-40.6
Total		100	\$198.4

Annual Operating and Maintenance Cost Funding¹ (millions)

Source	Amount	Remarks
Federal Transit Administration	\$1.3	Section 5307 Urbanized Area Formula Assistance Program funds ⁴
Wisconsin Department of Transportation	\$4.1	Section 85.20 Urban Transit Operating Assistance Program ⁵
Local	\$0.9	Required local share
Total Net Annual Operating and Maintenance Cost	\$6.3	

¹All costs are in 2006 dollars. Total operating cost is an estimated \$10.9 million annually, of which passenger fares may be expected to fund \$4.6 million, leaving \$6.3 million to be funded annually with Federal, State, and local funds.

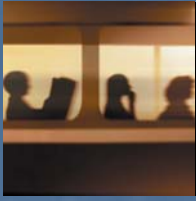
²The CMAQ funds would be obtained over a period of 6 years at equal annual amounts of \$3 to \$4.5 million. Other Federal funds could be used along with CMAQ funds including freeway construction mitigation funds during IH94 reconstruction between the Wisconsin-Illinois state line and the Mitchell Interchange.

³This program was created under the 2003-2005 Wisconsin State Budget (2003 Wisconsin Act 33) to provide grants in partial support (50 percent of nonfederal share up to a maximum State share of 25 percent) of engineering, property acquisition, equipment acquisition, and infrastructure construction projects related to the development or extension of commuter rail transit systems in the state.

⁴Extension of commuter rail service to Milwaukee would make an estimated additional \$8 million of FTA Section 5307 formula funds available to the Milwaukee area. About \$3.9 million of these funds can be used annually for capitalized maintenance.

⁵This State program currently provides about \$100 million annually to fund local urban public transit system operations in Wisconsin. Commuter rail operations would be eligible under this program. This program is now widely used by urban bus transit and taxi systems and total program funding would need to be increased to also fund commuter rail. Approximately 40 percent of Milwaukee County Transit System total operating costs are funded by this State program.





Community Economic Impact Study

Conducted by UWM Institute of Survey and Policy Research

- KRM Commuter Rail Impact on Southeastern Wisconsin Economy
 - 4,700 jobs created during construction with \$560 million impact on economy
 - 120 jobs created with project continuing operations/maintenance with \$24 million annual impact on economy
- Tourism — Arts, Culture, Entertainment, a mere 1% increase in tourism in the 3 KRM counties will generate annually:
 - \$19.6 million expenditures
 - \$11.5 million wages
 - 500 jobs
 - \$3.2 million state & local revenue
- Property Value
 - Existing development along line may be expected to experience a 4 to 20% and even higher premium in property value
 - An intermediate 10% premium for one mile corridor along the KRM rail line would represent a \$2.1 billion increase in property value in the 3 KRM counties (Kenosha Co. - \$300 million, Racine Co. - \$400 million, and Milwaukee Co. – \$1,400 million)
- Station Area Development
 - Potential development/redevelopment within ½ mile of 9 stations
 - 23,000 residential units
 - 7.6 million square feet of retail space
 - 4.7 million square feet of office space
 - 71,000 jobs
 - \$7.9 billion increase in property value (Kenosha Co. – \$1.1 billion, Racine Co. – \$1.1 billion, and Milwaukee Co. - \$5.7 billion)
 - Without KRM commuter rail, 25 to 50% of this potential development would not take place.
- Impact on Milwaukee County's GMIA
 - Lake County, Illinois currently contributes more passengers to GMIA than any other county, except Milwaukee, Waukesha, Racine, and Dane Counties.
 - Increased passengers at GMIA will result in more and airline service leading to an expanded southeastern Wisconsin economy.
- Economic impact of more closely connecting southeastern Wisconsin to the Chicago mega-metropolitan area
 - This is one of the few principal economic development priorities being considered by the Milwaukee 7 to drive future area economic growth.
 - Companies such as S.C. Johnson have cited the need for this link in retaining and attracting qualified employees

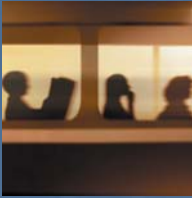




What's Next

- Recommend that commuter rail be considered for implementation and be advanced to the U.S. Department of Transportation, Federal Transit Administration as the locally preferred alternative.
 - Public meetings held in February 2007
 - Completion of Draft Environmental Impact Statement (DEIS) in March 2007 followed by conduct of DEIS public hearing
 - Submission of RTA recommendations to State Legislature and Governor by June 2007
 - Submission of application materials to Federal Transit Administration in June 2007 for consideration of discretionary Federal funding to enter next phase of project development
 - Preliminary Engineering
 - DBE/WBE engineering and construction opportunities



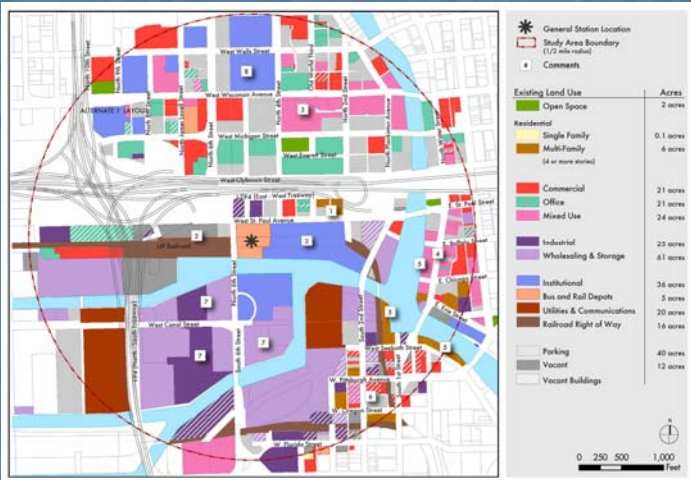


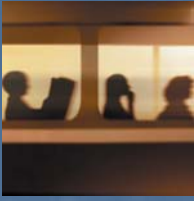
Downtown Milwaukee

Land Use

Existing

Preliminary Future

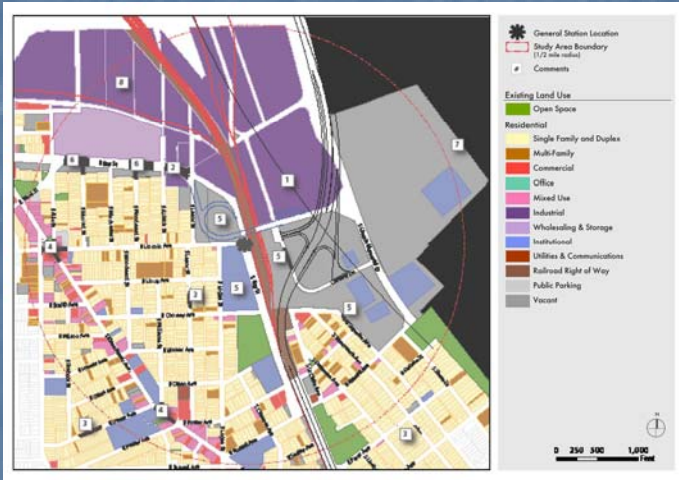




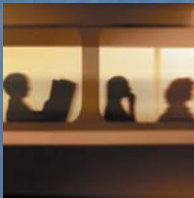
South Side Milwaukee

Land Use

Existing



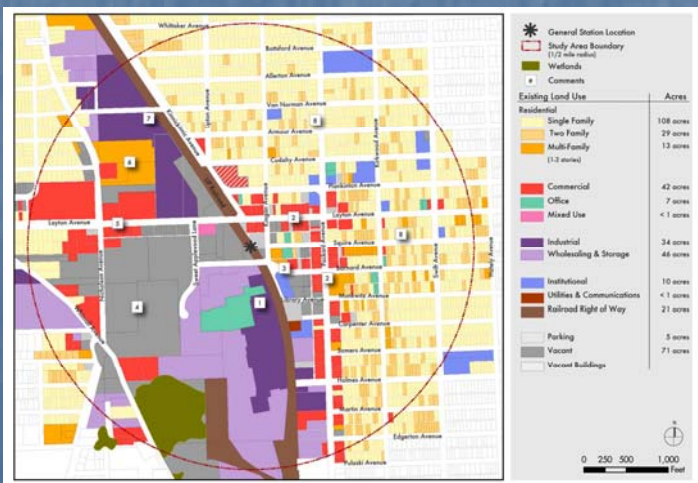
Preliminary Future



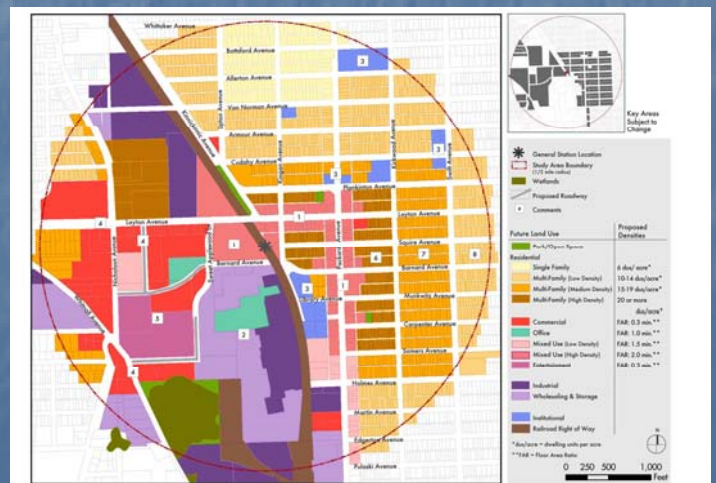
Cudahy – St. Francis

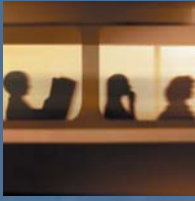
Land Use

Existing



Preliminary Future

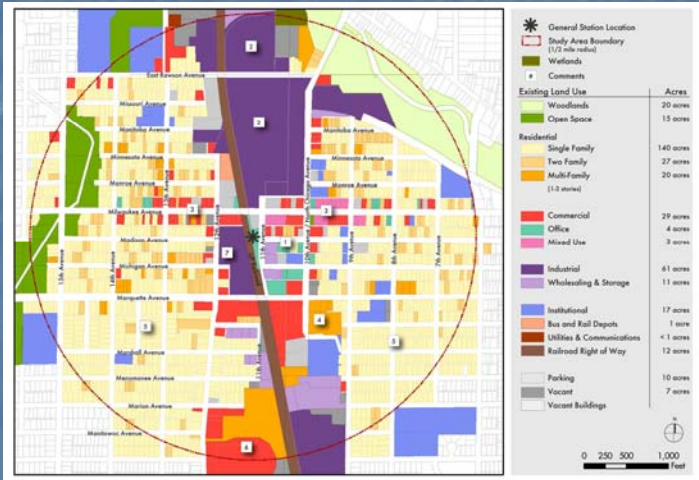




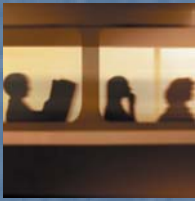
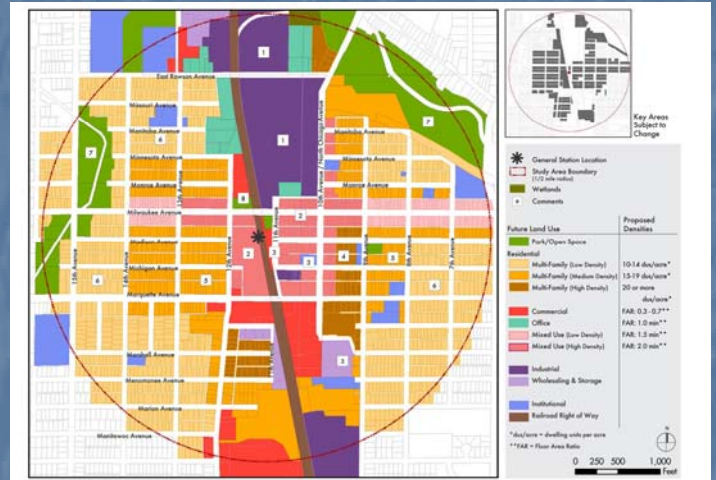
South Milwaukee

Land Use

Existing



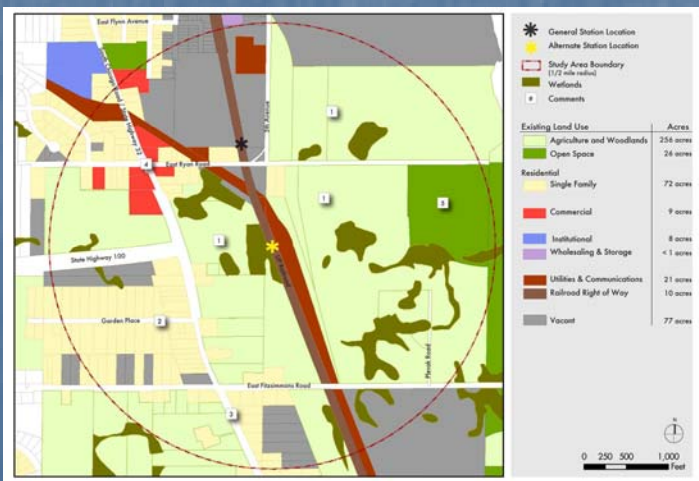
Preliminary Future



Oak Creek

Land Use

Existing



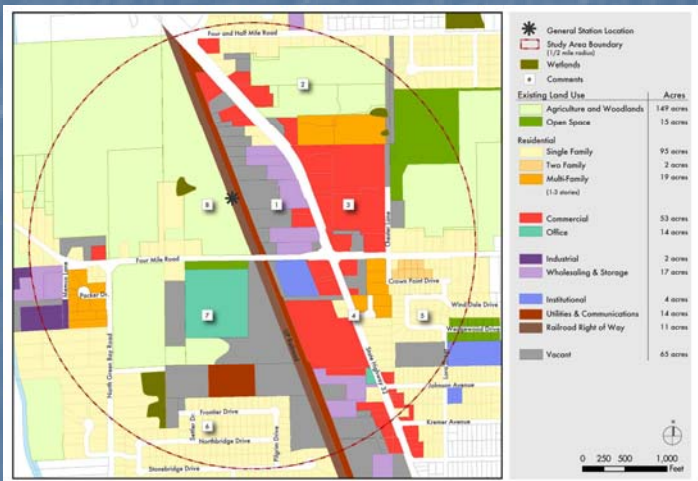
Preliminary Future



Caledonia

Land Use

Existing



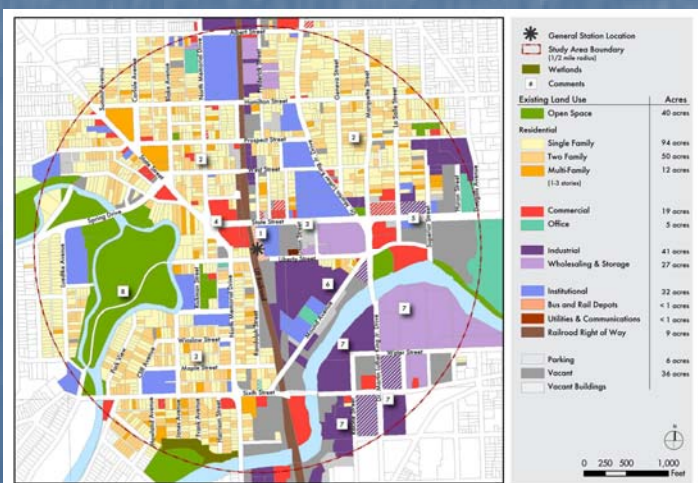
Preliminary Future



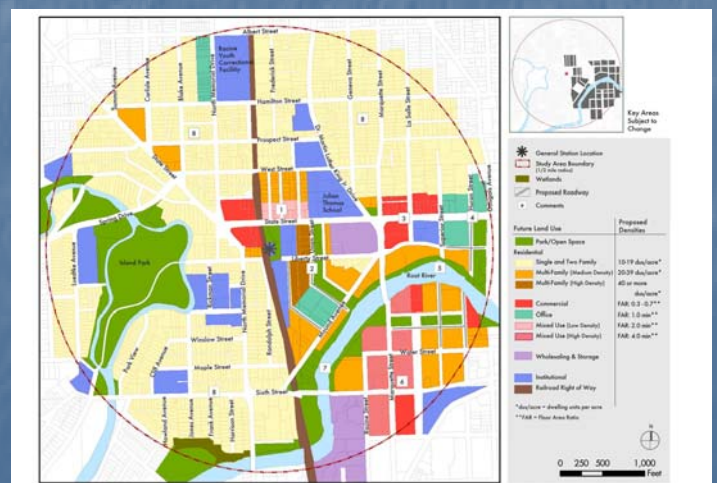
Racine

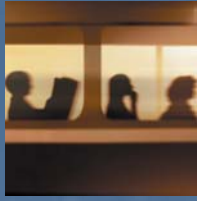
Land Use

Existing



Preliminary Future





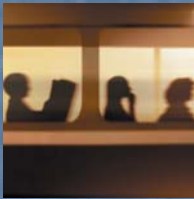
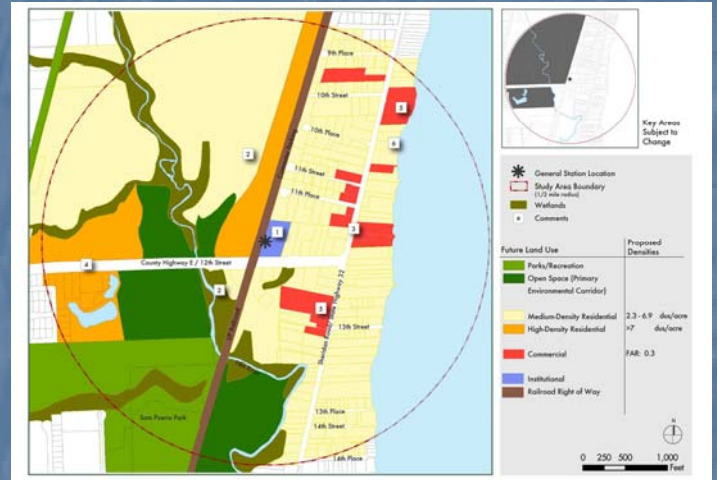
Somers

Land Use

Existing



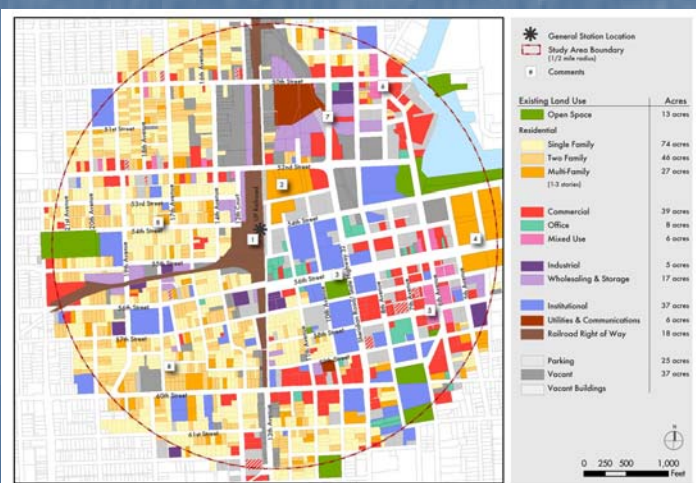
Preliminary Future



Kenosha

Land Use

Existing



Preliminary Future

