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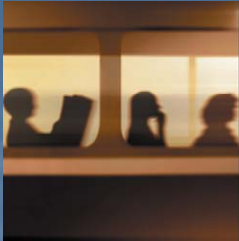
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK



Public Hearings

- **September 14 - Racine**
- **September 15 - Kenosha**
- **September 16 - Milwaukee**

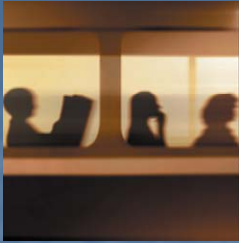
Sponsored by an Intergovernmental Partnership of the Cities and Counties of Kenosha, Racine and Milwaukee, the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission



KRM Commuter Link Background

- **Studies conducted by an Intergovernmental Partnership 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**
- **KRM Steering Committee, appointed by each member of Partnership**
 - **Provides overall direction and oversight of the studies**

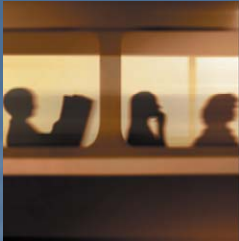




KRM Commuter Link Background (continued)

- **Southeastern Wisconsin Regional Transit Authority**
 - **Created in 2005 - 2007 State budget**
 - **Three Counties – Kenosha, Milwaukee, and Racine**
 - **Purpose was to make recommendations to State legislature and Governor for a permanent RTA**
 - **As of September 1, this RTA was dissolved and will be replaced by the new permanent Southeastern Regional Transit Authority (SERTA)**

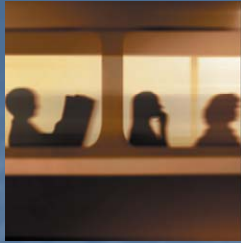




KRM Commuter Link Background (continued)

- **Southeastern Regional Transit Authority (SERTA)**
 - **Created in 2009 - 2011 State budget**
 - **Replaces temporary Southeastern Wisconsin RTA created in 2005 - 2007 State Budget**
 - **Consists of Counties of Kenosha, Racine, and Milwaukee**
 - **Authority to construct, operate, and manage a KRM commuter rail line, including:**
 - **Authority to enact up to an \$18 vehicle rental fee per transaction**
 - **Decision whether, and when, to move forward on KRM commuter rail, including applying to the Federal Transit Administration for approval to advance to preliminary engineering and potentially obtain a Federal discretionary capital grant**





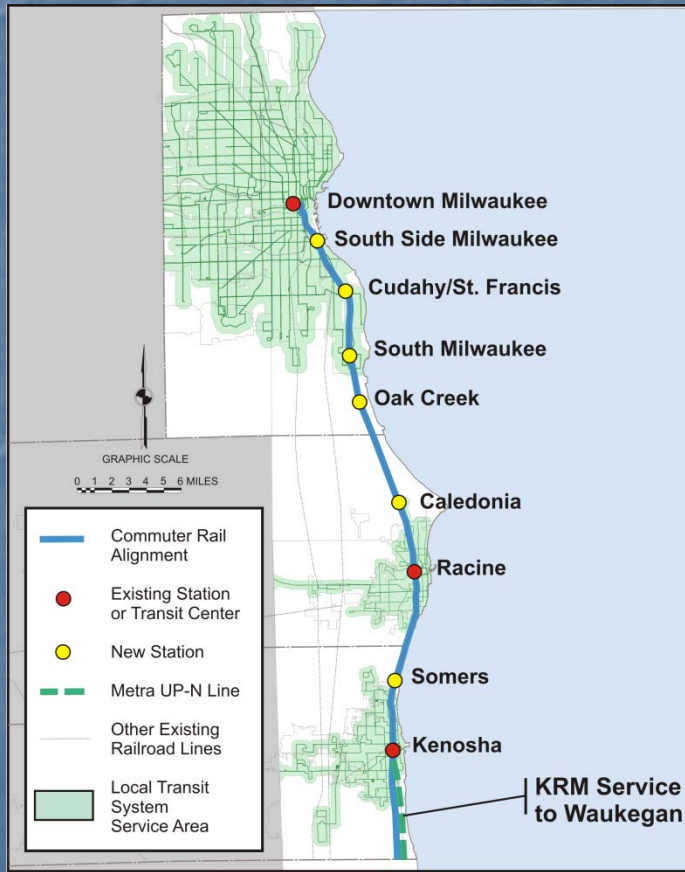
Proposed KRM Commuter Rail Service

Will connect Milwaukee and Racine to existing Chicago-Kenosha commuter rail

33-mile commuter rail line 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**

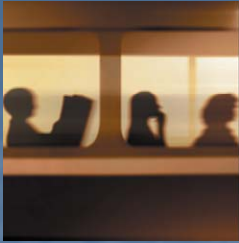




Proposed KRM Commuter Rail Service (continued)

- **Level of service**
 - **Service provided in both directions along corridor during all time periods**
 - **14 weekday trains in each direction**
- **Train operation**
 - **Service provided by meeting existing Metra trains at either Kenosha or Waukegan**
 - **Diesel-multiple-unit cars (“DMUs” or self-propelled coaches)**

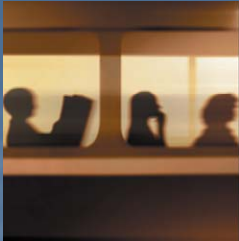




Proposed Bus Service Alternative

- **The bus alternative is an improved and expanded express bus service**
 - **The best that can be done with improved and expanded bus service over existing streets and highways to provide a similar service as commuter rail, while maintaining the unique advantages of bus service**
 - **Expansion and enhancement of the existing Wisconsin Coach Lines service and the MCTS Freeway Flyer Route 48 service**
- **29 stations or stops**
- **14-17 weekday buses in each direction**
- **Motor coach vehicles with commuter bus amenities**





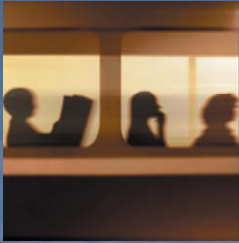
Evaluation and Comparison: Travel Time

- **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	53 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.

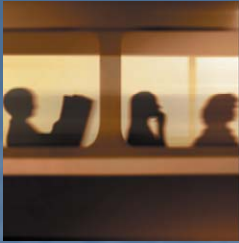




Evaluation and Comparison: Ridership

- **Commuter rail may be expected to attract nearly three times the ridership of bus**
 - **Annually, commuter rail will attract 1.88 million trips vs. 0.66 million for bus**
- **Commuter rail will also attract longer trips and passenger-miles from commuter rail ridership will represent five times the passenger-miles as the bus—23.1 million passenger-miles vs. 4.6 million for bus**

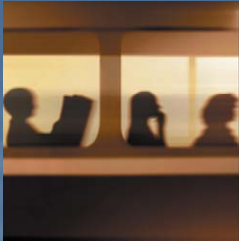




Evaluation and Comparison: Impact on Highway System

- **Commuter rail will have 3.5 times greater impact on highway system traffic volume and congestion**
- **Commuter rail will have 2.5 times the reduction in highway system related air pollution and energy consumption**
- **Commuter rail will provide a superior alternative during IH 94 reconstruction over the next 20 years**
 - **Unaffected by increased IH 94 freeway and corridor congestion**
 - **Attracts significantly more traffic from IH 94**





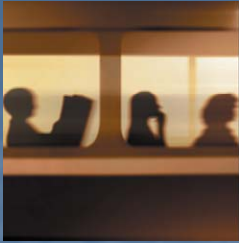
Evaluation and Comparison: Accessibility to Jobs

- **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

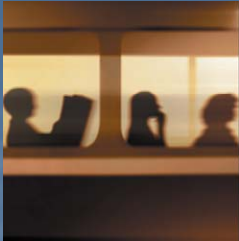




Evaluation and Comparison: Accessibility to Jobs

- **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.**
- **An estimated 108,000, or 57%, 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 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.**

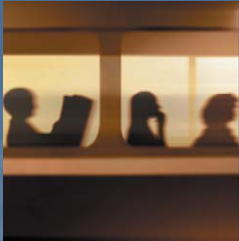




Evaluation and Comparison: More Efficient Development and Redevelopment

- **Commuter rail will have the potential to result in more efficient, higher density land development and redevelopment around its stations in the corridor 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**

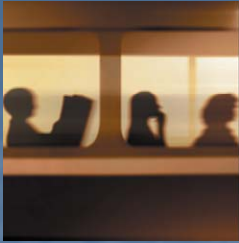




Evaluation and Comparison: Corridor Economic Development and Growth

- **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.**
- **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**

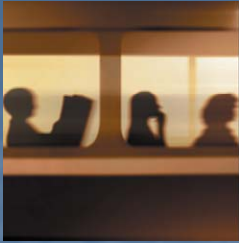




Evaluation and Comparison: Capital and Operating Costs

- **Commuter rail would have higher capital costs and annual operating and maintenance (O&M) costs than bus (2007 dollars)**
 - **Capital cost -- \$206 million for commuter rail compared to \$28 million for bus**
 - **Annual O&M cost -- \$11.8 million for commuter rail (including shuttles) compared to \$3.2 million for bus**
 - **Annualized combined capital and total O&M cost -- \$26.8 million for commuter rail compared to \$4.3 million for bus**
 - **About 80 to 90% of the capital and net operating and maintenance costs may be expected to be funded with Federal and State funds**

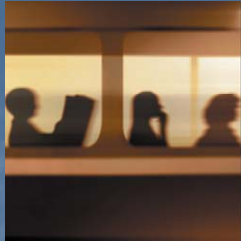




Draft Environmental Impact Statement

- **Prepared and filed in July 2009**
- **Public Comment Period open until October 5, 2009**
- **Describes KRM transit alternatives analysis**
- **Focuses on environment potentially affected by KRM commuter rail implementation**
- **Addresses potential environmental impacts and consequences of KRM commuter rail implementation**
- **Public comments will be incorporated into Final Environmental Impact Statement (EIS)**

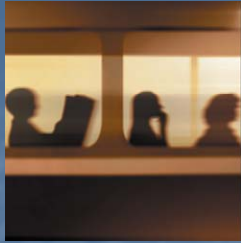




Draft Environmental Impact Statement (continued)

- **Potential impacts studied include:**
 - **Land Use and Socioeconomic Development**
 - **Transportation**
 - **Displacement/Relocation of Existing Uses**
 - **Neighborhoods**
 - **Visual and Aesthetic**
 - **Air Quality**
 - **Noise**
 - **Vibration**
 - **Ecosystems**
 - **Water Resources**
 - **Energy**

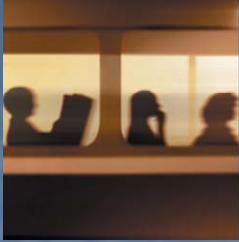




Draft Environmental Impact Statement (continued)

- **Potential impacts studied include (continued):**
 - **Hazardous Materials Contamination**
 - **Archaeological and Historical**
 - **Environmental Justice**
 - **Public Use Lands**
 - **Impacts During Construction**
- **Overall, potential adverse impacts will likely be minor**
 - **Existing rail corridor used, most impacts would be near stations**
 - **All potential adverse impacts will be avoided or mitigated to the extent possible**
 - **Additional field investigations and further analysis are recommended to determine the potential extent of some impacts, as well as mitigation measures for these impacts**
 - **Would occur during Preliminary Engineering/Final EIS**

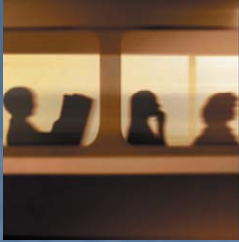




Next Steps – Environmental Impact Statement

- **Environmental Impact Statement (EIS) Next Steps**
 - **Obtain public and agency comments on Draft EIS by October 5, 2009**
 - **Address comments and perform additional work to complete Final EIS (during Preliminary Engineering)**
 - **Receive Record of Decision for the Final EIS from Federal Transit Administration (FTA)**





Next Steps – Commuter Rail Project

- **Commuter Rail Project Next Steps**
 - **Submit “New Starts” application to FTA for consideration of discretionary Federal funding to enter Preliminary Engineering**
 - **FTA decision on entering Preliminary Engineering**
 - **Conduct Preliminary Engineering**
 - **Apply to FTA for Final Engineering and Design funding**
 - **FTA decision on entering Final Engineering and Design**
 - **Conduct Final Engineering and Design**
 - **FTA Decision on Full Funding Grant Agreement**
 - **Construction**
 - **Service operations begin**

