

# RECORD OF PUBLIC COMMENTS

# KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT

**SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION**

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RECORD OF PUBLIC COMMENTS

**KENOSHA-RACINE-MILWAUKEE  
COMMUTER LINK PROJECT:  
DRAFT ENVIRONMENTAL  
IMPACT STATEMENT**

Prepared by the

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June 2010



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## RECORD OF PUBLIC COMMENTS

# KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT

### INTRODUCTION

This report documents the public comments received on the draft environmental impact statement (DEIS) prepared for the Kenosha-Racine-Milwaukee (KRM) Commuter Link project and consists of a summary of the comments received and a series of appendices:

- Written and oral comments received during the formal public comment period between July 22 and October 5, 2009 (Appendix A).
- Attendance records of public hearings held September 14 through 16, 2009 (Appendix B).
- Materials announcing the three public hearings and summary materials distributed at those meetings (Appendix C).
- Newspaper articles concerning the KRM DEIS (Appendix D).

### Background

A series of public hearings were held on September 14, 15, and 16, 2009, in the Cities of Racine, Kenosha, and Milwaukee, respectively. The purpose of these hearings was to obtain comments on the DEIS, as well as to provide an update on the project's progress to interested parties.

A display advertisement regarding the hearings was published in newspapers throughout the KRM Corridor. Appendix C includes a list of the newspapers the announcement was published in, as well as a copy of the ad as it appeared in each publication. These ads listed the dates, times, and locations of all three hearings. The ads supplemented the announcement of public hearings presented on page four of the *KRM Commuter Link Newsletter 4*, prepared by project staff and direct-mailed to over 3,000 interested parties, including chief elected officials in the KRM Corridor, as well as county board members and the Commission's list of central city, minority, and low-income groups and organizations.

The timeframe for all of the hearings was 5:00 p.m. to 7:00 p.m., although the closing time was expanded to accommodate all of the questions and comments of interested attendees, as needed. *Newsletter 4* summarizing the alternatives analysis and DEIS, including descriptions of the alternatives considered and the Locally Preferred Alternative, a summary of the costs and benefits of the Commuter Rail Alternative, and the next steps for the project, was available and distributed as a handout at the hearings.

The hearings were conducted in “open house” format, with exhibits on display and project staff available to answer any questions about the DEIS or any other aspect of the project. A short project presentation was also made during each hearing. In total, there were 156 attendees at the series of public hearings, as listed in Appendix B.

The following section provides a summary of the comments received. All comments will be considered and addressed should the project move into the next phase of project development, which includes conducting preliminary engineering and preparing a final environmental impact statement.

## **SUMMARY OF COMMENTS**

During the official public comment period from July 22, 2009, through October 5, 2009, a total of 128 individuals or groups commented on the KRM DEIS or other aspects of the KRM Commuter Link project. The comments were provided on comment forms available at public hearings and to court reporters at those hearings, or via letter, e-mail, or through the project website ([www.KRMonline.org](http://www.KRMonline.org)).

### **Comments from Regulatory Agencies Specific to Draft Environmental Impact Statement**

Four regulatory agencies submitted written comments that addressed various elements of the potential impacts studied in the DEIS. These agencies included the Wisconsin Department of Natural Resources, the U.S. Army Corps of Engineers, the U.S. Department of the Interior, and the U.S. Environmental Protection Agency. Their comments are very valuable and provide significant guidance for the KRM Commuter Link project (see Appendix A-1). Commission staff did not receive written comments from a fifth regulatory agency, the Wisconsin State Historic Preservation Office (SHPO). As noted in the DEIS, the potential impact on historic properties in the KRM area of potential effect, which are listed on or potentially eligible for the National Register of Historic Places, will be assessed during the preparation of a final environmental impact statement for the project following the provisions of Section 106 of the National Historic Preservation Act. Project staff will coordinate with SHPO during this assessment, and it is anticipated that SHPO will provide formal comments when the assessment is completed.

### **Comments from Key Stakeholders**

Three key stakeholders in the KRM Commuter Link project—two public officials and Metra—submitted written comments that addressed various elements of the DEIS, and the KRM Commuter Link project in general. Their comments can be found in Appendix A-2 and provide suggestions for improving the KRM Commuter Link project.

### **Comments Expressing General Support for Kenosha-Racine-Milwaukee Commuter Link Project**

A total of 98 commenters expressed their general support for the proposed commuter rail service. The following are specific reasons commenters cited in expressing their support.

### ***Comments Citing Environmental Benefits of KRM Commuter Rail***

A total of 32 commenters cited the likely benefits to the environment of having commuter rail service as part of the reason they supported the project. Particular environmental benefits cited included:

- 17 comments cited the potential to reduce air pollution in the KRM Corridor;
- 16 comments cited the potential for commuter rail service to reduce automobile traffic and usage;
- Six comments noted that energy consumption and dependence upon fossil fuels could be reduced by people choosing commuter rail over the automobile; and
- Six comments indicated that better, more efficient land uses, less sprawl, and more sustainable development and redevelopment would result from the implementation of commuter rail service.

### ***Comments Citing Economic Benefits of KRM Commuter Rail***

A total of 48 commenters cited the predicted economic benefits, growth, and/or development as part of the reason they supported the proposed commuter rail service. Particular economic benefits cited included:

- 18 comments cited the potential for jobs to be created or attracted to the KRM Corridor as a result of commuter rail implementation;
- 18 comments cited the enhanced access to existing jobs achieved with commuter rail service;
- Eight comments indicated that KRM commuter rail would strengthen the economic connection between the Milwaukee and Chicago metropolitan areas;
- Seven comments indicated that tourism would benefit as the attractiveness of the area to potential visitors would be increased;
- Seven comments indicated that commuter rail could attract residents and businesses to communities in the KRM Corridor; and
- Four comments cited potential benefits to existing local businesses from commuter rail service.

### ***Comments Citing Quality of Life Improvements from KRM Commuter Rail***

A total of 47 commenters cited potential improvements to the quality of life for residents of communities in the KRM Corridor as part of the reason they supported the proposed commuter rail service. Particular quality of life improvements cited included:

- 13 comments indicated that KRM commuter rail would serve to better link the communities in the KRM Corridor to one another, as well as to the major metropolitan areas of Milwaukee and Chicago;
- 11 comments indicated that KRM commuter rail would provide improved access to transportation and enhanced mobility for those who are unable to or prefer not to drive, such as youth, seniors, persons with disabilities, those without access to vehicles, and those without a driver's license;
- Seven comments cited that there would be general benefits of having the option to choose an alternate transportation mode in the KRM Corridor;
- Seven comments indicated that implementing commuter rail would show modernization and progress in the Southeastern Wisconsin Region;
- Six comments stated that KRM commuter rail would provide an inexpensive mode of travel relative to the automobile or Amtrak;
- Five comments indicated that they would personally use KRM commuter rail services or know of others that would make personal use it;
- Three comments expressed the potential for commuter rail service to give future generations the chance at a non-automobile oriented lifestyle;
- Two comments indicated that KRM commuter rail could improve neighborhoods around stations;
- One comment stated that using rail services is much more relaxing than driving a car;
- One comment cited the ability to get work or other tasks accomplished, which are difficult or infeasible to do while driving a car, is greatly enhanced while riding the train;
- One comment expressed that commuter rail would be more reliable than car or bus because it would not be greatly affected by weather or traffic;
- One comment indicated that people are more likely to prefer to travel by rail than by bus;

- One comment cited that KRM commuter rail would provide a faster service than the current Wisconsin Coach Lines service;
- One comment indicated that KRM commuter rail would serve the population along Lake Michigan not currently served by Amtrak;
- One comment indicated that local public transit systems between Kenosha, Racine, and Milwaukee Counties would be better linked via the KRM commuter rail service; and
- One comment indicated that KRM commuter rail would improve access to the General Mitchell International Airport and downtown Milwaukee.

***Comments Suggesting Actions for Funding KRM Commuter Rail and Existing Transit Systems***

A total of 25 commenters provided opinions and recommendations for securing funding for the proposed commuter rail service, as well as the existing transit systems in the KRM Corridor. Particular comments or suggested actions for funding included:

- 18 comments indicated that a permanent, dedicated local funding source for KRM commuter rail and other transit systems is needed in southeastern Wisconsin;
- 16 comments expressed support for an increased sales tax as a dedicated local funding source for KRM commuter rail and other transit systems in southeastern Wisconsin;
- Eight comments expressed support for the creation of a southeastern Wisconsin regional transit authority, which would be responsible for KRM commuter rail and other transit systems;
- Three comments suggested that an increased sales tax should result in reduced property taxes;
- Two comments suggested that funding raised in a county should stay in that county;
- One comment suggested that funding for transit could be tied in with food distribution, because transportation is needed to deliver food to stores;
- One comment stated that funding should be fair and equal for the entire region; and
- One comment suggested that Kenosha County should have equal representation to other local governments on the Board of Directors of a southeastern Wisconsin regional transit authority if it will be taxed at the same rate.

***Comments Citing Other Reasons for Supporting KRM Commuter Rail***

A total of nine commenters cited other reasons they supported the proposed commuter rail service. Particular benefits cited included:

- Three comments expressed support for the commuter rail service, indicating that it would make the region more attractive for hosting potential Olympic events in the future;
- Three comments expressed support for the commuter rail service, indicating that the service would operate in existing right-of-way, thus minimizing negative impacts in the rail corridor;
- Two comments indicated that more funding in general should be provided for transit projects, including the KRM Commuter Link project;
- One comment indicated support for the current proposed KRM commuter rail stations, noting that they are spaced logically and located in key city centers; and
- One comment expressed support for commuter rail service, indicating that the estimated travel times are practical for users and competitive to other modes of travel in the KRM Corridor.



### ***Comments Expressing Desired Elements of KRM Commuter Rail***

A total of 40 commenters indicated support for the KRM Commuter Link project, and provided opinions and recommendations that expressed desired elements of the proposed commuter rail service. Particular desired aspects expressed included:

- 21 comments stated that commuter rail service should be implemented as soon as possible, indicating that KRM commuter rail is long overdue in the KRM Corridor;
- Five comments indicated a desire to have service provided in the evening or late evening time periods, as well as on weekends;
- Five comments suggested there should be reliable, frequent local transit service to and from commuter rail stations to connect riders to their destinations, especially to downtown Milwaukee and the Milwaukee Intermodal Station;
- Two comments expressed concern with noise pollution associated with commuter trains, suggesting that the noise from train horns should be eliminated or mitigated;
- One comment expressed a desire for limiting wait times for passengers transferring between KRM and Metra services;
- One comment suggested that the “South Side Milwaukee” station be referred to as “Bay View”;
- One comment recommended a commuter rail station be considered in Ravenswood, Illinois;
- One comment suggested trip frequency be increased from the proposed 14 trips per day;
- One comment suggested that the land use around the stations should be employment-oriented, including a focus on industrial development;
- One comment suggested that a connection to the Amtrak station in Sturtevant should be pursued;
- One comment stated that a commuter rail station should be located in Milwaukee’s South Side;
- One comment indicated security at each station (e.g. cameras, guards) needs to be considered;
- One comment indicated service should extend to Waukegan, where Metra service into downtown Chicago is currently more frequent;
- One comment indicated a demonstration of commuter rail service on existing Union Pacific tracks should be conducted to illustrate the potential benefits of commuter rail;
- One comment suggested that cross platform transfers between KRM and Metra services should be fast, easy, and convenient for passengers, including providing protection from inclement weather and automated ticketing on the platforms;
- One comment suggested that commuter rail stations should be magnificent buildings;
- One comment suggested that commuter rail stations need to be designed with consideration for individuals with physical disabilities;
- One comment suggested that the use of the right-of-way for KRM commuter rail be maximized, including reserving capacity for wind and solar energy to be used as potential sources of electrification of the commuter rail line;
- One comment suggested considering the use of elevated pipe rail on the commuter rail line;
- One comment indicated a rail connection along Ryan Road to the Oak Creek power plant should be considered to avoid congestion on the KRM commuter rail line from coal freight traffic;

- One comment indicated the operating and maintenance costs for the bus alternative in the alternatives analysis may be underestimated;
- One comment indicated that potential future right-of-way capacity improvements should be considered when KRM commuter rail is planned to avoid high costs associated with retrofitting;
- One comment suggested considering specialized rail cars that would allow smaller personal vehicles, such as hybrid cars or smart cars, to be transported on the train;
- One comment suggested that an emergency plan should be developed in the case of a crash;
- One comment suggested that an additional station should be added in Milwaukee's South Side;
- One comment suggested that the speed of commuter rail trains may limit the service's attractiveness compared to high-speed trains being proposed between Chicago and Milwaukee;
- One comment indicated that a connection between the South Side Milwaukee station and the Lake Express terminal should be considered;
- One comment suggested that a survey of residents in the KRM Corridor should be taken to determine how many people would use the proposed commuter rail service; and
- One comment indicated through commuter rail service between Milwaukee and Chicago should be considered, with the need to transfer between KRM and Metra at Kenosha eliminated.

#### **Comments Expressing General Opposition to Kenosha-Racine-Milwaukee Commuter Link Project**

A total of 18 commenters expressed their general opposition to the implementation of commuter rail service in the KRM Corridor, which was proposed as a result of the alternatives analysis presented in the DEIS document. The following are specific criticisms commenters cited in expressing their opposition:

- Five comments indicated that the estimated cost of KRM commuter rail is too high;
- Four comments indicated that existing roads, buses, and Amtrak provide sufficient transportation options in the KRM Corridor, and that commuter rail service was not needed;
- Two comments suggested that a referendum should be held in Caledonia to obtain public approval of KRM commuter rail, expressing concern that their homes would be taken to allow for development around the Caledonia station;
- Two comments indicated that problems currently being experienced by transit systems in the KRM Corridor should be addressed before KRM commuter rail is implemented;
- Two comments suggested that the proposed commuter rail service should be funded solely by its users, and should not be subsidized with funding from taxes;
- Two comments indicated they did not believe that KRM commuter rail would attract residents, visitors, or businesses to Racine;
- Two comments suggested that KRM commuter rail should be funded with private investment and only be implemented if the service would be profitable;
- Two comments indicated that there is a larger need to fund highway and bridge maintenance than for to fund a new commuter rail service;
- Two comments indicated that it will be inconvenient to transfer between KRM and Metra;
- Two comments indicated that the use of buses would provide more flexibility than trains;

- One comment stated that people would be more likely to choose to drive fuel-efficient vehicles than to use commuter rail, suggesting that KRM commuter rail fares would be too expensive;
- One comment indicated that people will not want to use KRM commuter rail because they will need additional transportation to reach their destination upon arriving at a station;
- One comment indicated that a vehicle rental fee is not a sustainable revenue source because rental car companies will be able to get around paying the fee;
- One comment expressed concern that minority population groups will not be given an opportunity to participate in or benefit from economic development anticipated to result from KRM commuter rail implementation;
- One comment suggested that they would like to see more use of Amtrak, an extension of Metra, or hybrid buses operating on the tracks before a new commuter rail service is implemented;
- One comment expressed concern that KRM commuter rail will not be viable if IH 794 is extended;
- One comment suggested that the costs of the proposed commuter rail service are underestimated;
- One comment stated that the advisory referendum for a 1 percent increase in the sales tax in Milwaukee County did not include commuter rail;
- One comment suggested that Metra and/or Union Pacific Railroad should fund and operate the proposed commuter rail service instead of using taxpayer money;
- One comment expressed concern that stations will not be located in employment areas;
- One comment indicated that the studies of KRM commuter rail do not state specifically how KRM commuter rail will benefit the economy in southeastern Wisconsin;
- One comment stated previous commuter rail services in the KRM Corridor have failed, and suggested a raised monorail service be considered instead of a new commuter rail service;
- One comment suggested that Amtrak service should be modified to meet the market which would be served by KRM commuter rail, as opposed to implementing a new commuter rail service;
- One comment stated that KRM commuter rail will not create enough jobs to justify its cost;
- One comment suggested that a referendum should be held to determine support for KRM commuter rail;
- One comment expressed concern that an increase in the sales tax will not result in reduced property taxes, and will hurt retail businesses within the City of Racine;
- One comment indicated that the ridership forecast appears to be overestimated;
- One comment indicated that the benefit of having commuter rail service available during IH 94 reconstruction is limited because the IH 94 reconstruction project is temporary;
- One comment expressed concern that efficient, high-density development will not occur around commuter rail stations, citing that many Metra stations have not experienced any development;
- One comment expressed concern about what would happen if anticipated State and Federal funds for KRM commuter rail capital and operating and maintenance costs are no longer available;
- One comment indicated that commuter rail will only be convenient for a small percentage of the population of the KRM Corridor;
- One comment indicated that those without a car will not necessarily use KRM commuter rail, and that those who can afford cars will not use KRM commuter rail;

- One comment questioned whether dedicated shuttles between commuter rail stations, General Mitchell International Airport, Amtrak stations, and other destinations would save time or money, or would have a positive environmental impact;
- One comment indicated that the greatest population growth in Kenosha, Racine, and Milwaukee Counties is likely to occur in the western portions of each county, and not within the KRM Corridor to be served by KRM commuter rail;
- One comment expressed concern that implementing commuter rail service would eliminate the existing commuter bus service in the KRM Corridor;
- One comment indicated that the DEIS is too long and difficult to understand;
- One comment indicated that it has been too long since the last newsletter; and
- One comment noted several issues with the public involvement process, suggesting that afternoon meetings should also be held, that evening meetings should be from 6:00 to 8:00 p.m., that the Milwaukee Downtown Transit Center is inconvenient due to a lack of convenient parking, and that hearings for the DEIS were not adequately publicized.



## **APPENDICES**



**Appendix A**

**COMMENTS RECEIVED BETWEEN JULY 22, 2009 AND OCTOBER 5, 2009  
REGARDING THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT:  
DRAFT ENVIRONMENTAL IMPACT STATEMENT**





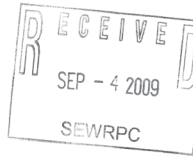
Appendix A-1

COMMENTS RECEIVED BY REGULATORY AGENCIES



DEPARTMENT OF THE ARMY  
ST. PAUL DISTRICT, CORPS OF ENGINEERS  
190 FIFTH STREET EAST, SUITE 401  
ST. PAUL, MINNESOTA 55101-1638

SEP 02 2009



REPLY TO  
ATTENTION OF  
Operations  
Regulatory (2006-00776-DJP)

Mr. Kenneth R. Yunker  
Executive Director  
Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607

Dear Mr. Yunker:

This is in response to your Memorandum dated August 7, 2009, requesting comments on the Draft Environmental Impact Statement (DEIS) prepared for the "KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT".

On March 17, 2006, we provided correspondence regarding the February 2006 Scoping Report. Our comments provided in our letter stated that the "Corps of Engineers (Corps) regulatory authority within the study area identified in the Scoping Report is limited to the portions of the project that could impact rivers, streams, lakes, ponds, and their adjacent wetlands." Our letter concluded by stating that the "scope and intensity of the impacts associated with the alternatives, in particular the preferred alternative, would dictate our level of involvement in the EIS process."

We have completed our review of the DEIS provided. Section S.5.13 of the DEIS states that for the preferred Commuter Rail Alternative, "Under current plans, the railroad bridges would not be replaced, therefore impacts to the environmental corridors associated with the area streams and rivers; Pike Creek, Pike River, Root River, Oak Creek, the Kinnickinnic River, and the Menomonee River would not be impacted by bridge replacement." Section S.5.13 goes on to state that "none of the proposed station sites are located in, or adjacent to, a SEWRPC-designated environmental corridor; direct and indirect impacts to resources in these areas would not occur. Section S.5.13 also suggests that although SEWRPC designated environmental corridors would not be directly or indirectly impacted, isolated natural resource areas near the Oak Creek and Caledonia Stations could be impacted.

Our review of Section 4.11.4 Wetlands identifies the potential direct wetland impacts associated with the development of the Oak Creek and Caledonia Stations. Table 4-23 estimates that the construction of the Caledonia Station would not result in a direct wetland impact. Table 4-23 identifies the estimated wetland impacts for the Oak Creek Station as either 0.42 acre for the north option or 0.27 acre for the south option. None of the impacted wetlands have been identified as Advanced Identification Program (ADID) wetlands.

The 0.27 acre to 0.42 acre of estimated wetland impacts identified in Section 4.11.4 of the DEIS are below the established thresholds for existing Corps of Engineers general permits where the Corps would not be required to complete an intensive alternatives review. Since the scope and intensity of the wetland and waterway impacts associated with the preferred Commuter Rail Alternative are minor, the Corps will no longer serve as a cooperating agency for this project. Therefore, the Final Environmental Impact Statement should not identify the Corps as a cooperating agency.

If you have any questions, contact Dale Pfeiffle in our Waukesha office at (262) 547-0868. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,  
  
for Tanara E. Cameron  
Chief, Regulatory Branch



United States Department of the Interior  
OFFICE OF THE SECRETARY  
Washington, DC 20240



9043.1  
PEP/NRM

ER 09/861

SEP 25 2009

Ms. Marisol R. Simon  
Regional Administrator  
Federal Transit Administration  
200 West Adams Street, Suite 320  
Chicago, Illinois 60606

Dear Ms. Simon:

As requested, the Department of the Interior (Department) reviewed the Alternatives Analysis/Draft Environmental Impact Statement (DEIS) for the **Kenosha-Racine-Milwaukee (KRM) Corridor, located in Kenosha, Racine, and Milwaukee Counties, Wisconsin**. The Department offers the following comments and recommendations for your consideration.

**Section 4(f) Comments**

The Federal Transit Administration (FTA) and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) propose to implement an extension of commuter rail service from Kenosha to Milwaukee. The primary purpose of such a service in the KRM corridor is to provide regional transit connections between residential and employment concentrations to improve the mobility and transit access of residents and workers, as well as to provide transit access to job opportunities in the study area. It is hoped the project will encourage transit-oriented development and redevelopment around transportation hubs and increase the use of transit service. The proposed project has the potential to impact several properties eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The DEIS describes several cultural resource properties (Kinnickinnic River Swing Bridge, the Root River/Chicago and North Western Railroad Bridge, the South Milwaukee Depot, the Racine Depot, the Cudahy Depot, and the Federal Rubber Company Administration Building) as properties currently on or eligible for listing on the National Register of Historic Places and potentially affected by the project. However, there is no evidence in the DEIS that the FTA or the SEWRPC have begun consultation with the State Historic Preservation Officer either on eligibility or effect.

Ms. Marisol R. Simon

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In addition, the DEIS suggests project impacts to the Milwaukee-Racine-Kenosha Bicycle and Pedestrian Trail (Trail), a public trail on private lands for which Racine County is responsible for maintenance and operation. The impacts to the Trail will be temporary due to construction activities but, generally, there will be no long-term impact. Nevertheless, because of the potential impacts to cultural resources, the Department cannot concur with a determination that there are no feasible and prudent alternatives to the alternative presented that will result in impacts to Section 4(f) properties, nor can we concur with any determination that all planning to minimize harm to the property has been considered. Pending the issuance of additional information on consultation and coordination, the Department will withhold final concurrence.

The Department has a continuing interest in working with the FTA and SEWRPC to ensure that impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, National Park Service, Midwest Region, Planning and Compliance Office, 601 Riverfront Drive, Omaha, Nebraska 68102-4226; telephone: 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,  
  
Willie R. Taylor  
Director, Office of Environmental  
Policy and Compliance



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Gloria L. McCutcheon, Regional Director

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October 2, 2009

Kenneth Yunker, Executive Director
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha WI 53187



File Ref: 1600

Dear Mr. Yunker:

Thank you for the opportunity to review and provide comments on the Kenosha-Racine-Milwaukee (KRM) Alternatives Analysis/Draft Environmental Impact Statement (EIS). The EIS describes the KRM purpose and need, alternatives that were considered, the affected environment, and impact analysis. The preferred KRM Commuter Rail Alternative will utilize the existing Union Pacific Rail Road Kenosha Subdivision corridor and develop seven new stations in Kenosha, Racine, and Milwaukee Counties.

The KRM Commuter Rail Alternative will reduce air pollutants and green house gas emissions, promote regional multi-modal transportation and maximize use of existing infrastructure. In addition, it will support a compact regional development pattern that conserves resources and supports a sustainable, high quality of life in Wisconsin and the Midwest.

Specific comments on water, land, and air follow below.

Water

Table S-3, Estimated Impacts to Wetland Areas, page S-22 and Exhibit 6, Caledonia Air Photo and Overlay: Clarify if 0.00 or 0.10 acre of wetland will be impacted at the Caledonia station.

Table S-4, Suitable Stormwater Quality Practices for KRM Stations, page S-23: Consider including porous pavement as a stormwater treatment option.

Section 4.11, Water Resources, page 4-72: Describe ballast augmentation, bolstering, grading, and other work on the existing railroad embankment and on new sidings and discuss potential impacts to adjacent wetlands, waterways, and environmentally sensitive areas.

Land

Section 3 - 3-62 & Section 4 - 4-71: The Department has updated geographic information system data, including Butler's Gartensnake habitat and range, for endangered plants and animals. Plant and animal field surveys may be needed during project design. Please contact me for further details.

Air

Section 2.8, Project Justification, Environmental Benefits, page 2-75: Consider discussing the benefit of reducing particulate matter less than 2.5 microns in diameter (PM2.5).

Section 4.17.2, Air Quality, page 4-99: The Department encourages measures to mitigate adverse air quality impacts during construction. Discuss if any sensitive receptors are present in the KRM project area and potential

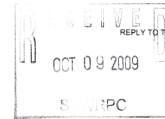
dnr.wi.gov wisconsin.gov



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 06 2009



REPLY TO THE ATTENTION OF:

E-19J

Marisol Simon
Regional Administrator, Region 5
Federal Transit Administration
200 West Adams Street, Suite 2410
Chicago, IL 60604

Re: Comments on the Draft Environmental Impact Statement (DEIS) for the Kenosha-Racine-Milwaukee Corridor (KRM) Transit Project, CEQ#20090290

Dear Ms. Simon:

This letter is submitted in accordance with our agency's responsibilities under the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. The proposed project is to improve regional transportation mobility with better access to employment centers and connectivity with the Chicago markets; to encourage economic and community development, including Transit Oriented Developments (TOD); and to increase transit ridership, thus reducing the region's automobile dependency.

The US Environmental Protection Agency, Region 5 (US EPA) has participated in agency scoping and pre-DEIS meetings, and attended several public meetings for the KRM Transit Project. We submitted scoping comments on April 6, 2006. The KRM project was further developed in a merged NEPA / Clean Water Act 404 Permitting process; we provided qualified concurrence, discussed below, with the revised Purpose and Need on December 6, 2006.

The KRM transit corridor extends from the downtown Kenosha Metra Station to the downtown Milwaukee Multimodal Center. The project is sponsored by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). The DEIS presents three alternatives: a no build scenario, a Transportation System Management (TSM) concept, and a reestablished commuter rail line. A fourth option, bus rapid transit (BRT), was screened out earlier in the NEPA process by SEWRPC. The TSM concept serves as the Federal Transit Administration (FTA) requisite baseline alternative. The commuter rail line is presented as the Locally Preferred Alternative, with nine stations proposed from Kenosha to Milwaukee.

The Locally Preferred Alternative avoids many impacts typical for a project of this size because most of the project will utilize existing rail rights of way. SEWRPC proposes daily weekday service of fourteen (14) trips in each direction, many timed to meet Metra commuter

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air quality mitigation measures such as reduced diesel engine emissions and idling. Consider discussing Milwaukee Intermodal Station plans for installing solar panels and the use of locomotive electrification idling equipment to mitigate air emissions.

The Department recommends the EIS provide additional information about potential impacts to water resources and air quality analysis. As alternatives are further refined, the Department encourages the Southeast Wisconsin Regional Transit Authority to explore more fully the design options that minimize adverse environmental impacts.

Thanks again for the opportunity to comment on this project. Please contact me if you have questions or want additional information. I would be glad to meet or speak with you.

Sincerely,

Craig Webster signature

Craig Webster, Environmental Review Specialist
Southeast Region Environmental Analysis and Review Team
(262) 574-2141

Cc: Crystal DuPont, DOT
Mike Luba, DNR
Peter McMullen, DNR
Cameron Bump, DNR

trains in Kenosha throughout the day, so commuters could transfer to/from Metra trains that connect Kenosha with Chicago and intermediate stops. The Summary Section Table S-1 presents that three KRM trains in each direction may extend travel beyond Kenosha to Waukegan, Illinois to meet Metra trains at that station. The DEIS is not clear whether any weekend service is contemplated. Diesel Multiple Units (DMU) are proposed as the choice for energy efficient power systems for this rail line. The number of units per train is not indicated, but presumably would vary based upon the service demands.

The baseline TSM alternative was designed to provide a level of service comparable to the BRS or commuter rail alternatives at greatly reduced cost. The TSM alternative includes expanded Metra commuter service from Chicago to Kenosha, expanded and enhanced Wisconsin Coach Lines local bus service from Kenosha to South Milwaukee, and Milwaukee County Transit System bus route 48 service from South Milwaukee to the downtown Milwaukee Multimodal Center. The TSM option is not expected to achieve much improvement in commute times and therefore would not attract a significantly increased transit ridership.

We have reviewed the DEIS and are providing comments regarding Purpose and Need, Alternatives, Environmental Impacts, and Mitigation of Unavoidable Impacts.

PURPOSE AND NEED

The Purpose and Need statement includes the desire to induce economic development, including residential and transit oriented development (TOD). The terms "infill" and "redevelopment" are indicated as desirable attributes of this development. We previously noted that station locations would therefore be important alternative choices for this project. We retain our concern that the proposal has the potential for inducing developments without adequately protecting the state designated natural connectivity corridors as well as farmland and other open spaces.

ALTERNATIVES

The Locally Preferred Alternative involves restoring a rail line now owned by the Union Pacific Railroad (UP). This line has had little traffic for decades, and currently only functions to shuttle coal to the Oak Creek Power Plant. Former passenger service established stations in downtown Kenosha, Racine, South Milwaukee and Milwaukee. Any additional station locations will need to be built, and we recommend the NEPA process present these new locations as alternatives for analysis and public discussion. We are concerned that station locations could stimulate sprawl. The public has echoed the concern for sprawl and filling in the open spaces between Kenosha, Racine, and Milwaukee, blurring the individual community identities. Both urban and rural commenters supported preservation of farmland. Public comments strongly supported the rail alternative. However, options for possible individual station locations were not presented in the DEIS for public comment. Therefore, we recommend further NEPA documentation include an analysis of station location alternatives, including but not limited to: evaluating ridership, access modes (automobile, feeder bus, bicycle, and pedestrian), train schedule delays, cost effectiveness, and direct and indirect impacts.



We recommend that SEWRPC consider relocating the Somers Station to Carthage College. This could coordinate with the proposed pedestrian bridge over Sheridan Road and would serve three significant populations of potential transit riders within walking distance of such a station: college students, college employees, and the low income community to the west. Such a location would promote infill development. By contrast, the currently proposed Somers location would generate development in a largely rural area, impacting the adjacent Pike River conservation corridor, while generating comparatively minimal ridership that is auto-dependent.

Of the two station options proposed for Oak Creek, we recommend the south Oak Creek Station be dropped from consideration, due to both its greater direct impact to a higher quality wetland and its potential to indirectly impact the much larger associated wetland areas.

#### ENVIRONMENTAL IMPACTS

##### HAZARDOUS WASTE

A Phase IA Reconnaissance Investigation was performed for the six proposed new construction station sites. We note that some sections of the UP right of way will be upgraded and/or double tracked to provide passing capabilities. The NEPA documentation should indicate the history of spills and potential hazardous sites on that right of way. Please describe how the project will minimize the risk of mobilizing contaminants from ballast and rail work, and stormwater management activities.

##### NOISE AND VIBRATION

A number of noise and vibration impacts are yet to be fully determined for the rail line. The Summary states on page S-17 that the DMU storage and maintenance will take place in an existing railyard outside the project corridor. Future NEPA documents should fully identify and evaluate these impacts as part of this proposal. Other impacts related to these storage and maintenance functions, including moving DMU to and from the railyard, should also be assessed as part of this proposal.

##### THREATENED AND ENDANGERED SPECIES

The DEIS noted that no federally listed threatened or endangered species have been identified throughout the proposal corridor, although some statements indicate that perhaps only new station locations, within a one-quarter mile radius, were fully surveyed. Future NEPA documents should provide clarification that the full right of way and all station location areas have been evaluated for both federal and state-listed species of concern.


#### MITIGATION OF UNAVOIDABLE IMPACTS

We acknowledge that some impacts will not be fully known until final designs are available. However, the Final Environmental Impact Statement should include these impacts to the extent possible. Please specify details concerning the mitigation measures that will be provided, including commitments for follow-up monitoring and maintenance as appropriate.

Our review of the KRM Project found a need for recasting the alternatives so that new station locations for the proposal can be considered for their impacts. We note that additional information is needed to understand the impacts for hazardous waste, noise and vibration, and federally and state listed species along the entire project corridor. Therefore, we rate the DEIS as "**Environmental Concerns - Insufficient Information**" (EC-2). We refer you to the enclosed Summary of Rating Definitions Sheet for a fuller explanation of the ratings. This rating will be published in the Federal Register.

Thank you for the opportunity to comment on this document. We look forward to reviewing future NEPA documents for this project. Should you have any questions regarding our comments, please contact me or Norm West of my staff, by phone at 312-353-5692 or by e-mail at west.norman@epa.gov.

Sincerely,

  
Kenneth A. Westlake  
Chief, NEPA Implementation Section  
Office of Enforcement and Compliance Assurance

Enclosures: Summary of Rating Definitions Sheet

Cc: Kenneth R. Yunker  
Executive Director  
Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607

#### **SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION\***

##### **Environmental Impact of the Action**

###### LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

###### EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

###### EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

###### EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS state, this proposal will be recommended for referral to the CEQ.

##### **Adequacy of the Impact Statement**

###### Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

###### Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

###### Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

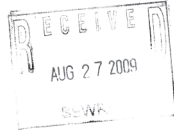
## Appendix A-2

### COMMENTS RECEIVED BY KEY STAKEHOLDERS



Office of the Village Administrator  
Michael R. Pollock

Email & USPS



August 26, 2009

Kenneth R. Yunker, P.E.  
Executive Director  
SEWRPC  
W239 N1812 Rockwood Drive  
PO Box 1607  
Waukesha, WI 53187-1607

Mr. Yunker:

The Village of Pleasant Prairie is negotiating with a developer planning a mixed use development between the Metra tracks and Sheridan Road in the vicinity of 122<sup>nd</sup> Street. The proposed plan identifies a station at the Metra line on 122<sup>nd</sup> Street. The development will involve construction of the train station, platform and parking. The planning at this time is in its conceptual stage.

The Village requests that this proposed site be included in the preliminary engineering/draft EIS that the commission is currently undertaking.

Thank you for your time and consideration on this project. If you have any questions or require additional information please contact me at (262) 925-6721.

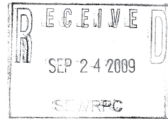
Michael R. Pollock  
Village Administrator

MRP/vs

cc: Village Board  
Jean Werbie



Ryan McCue  
Mayor, City of Cudahy



September 8, 2009

Mr. Kenneth Yunker  
Executive Director  
Southeast Wisconsin Regional Planning Commission  
PO Box 1607  
W239 N1812 Rockwood Drive  
Waukesha, WI 53187-1607

Dear Mr. Yunker:

#### RE: Kenosha-Racine-Milwaukee Alternatives Analysis/Draft Environmental Impact Statement

The City of Cudahy appreciates the opportunity to provide comments on the Draft Environmental Impact Statement (EIS) dated July 2009. The comments provided in this document are directed only to the preferred alternative and will be shared with the City of Cudahy's Common Council for review and endorsement at its September 15, 2009 meeting.

The City of Cudahy enthusiastically endorses the decision to consider Cudahy as one of several transit station locations and appreciates the considerable amount of effort behind a commuter rail preferred alternative. The proximity of the transit center site to Cudahy's downtown, recent acquisition of a 31.19 acre site, and Lubbert/City owned 4.51 acre site west of the rail line coupled with the overall revitalization plan for the City of Cudahy would help minimize the impacts and costs associated with the implementation of the preferred alternative.

The Commuter Rail will improve the ability to get commuters to employment centers, travelers to the airport, and will help to encourage the growth of the Gateway to Milwaukee's concept of an Aeropolis. It should be noted that the City of Cudahy's Common Council has endorsed the Commuter Rail option. This service is critical to the 900,000 plus jobs accessible within one mile of train stations in the KRM/Metra corridor.

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The Council has continued to stress the need for linkage between the locations of jobs and transportation facilities.

#### General Comments

The City of Cudahy has reviewed the Draft EIS for the KRM and strongly believes that based on the information provided the preferred alternative is the best option because

- The preferred alternative achieves the highest trip reductions because of transportation options.
- The transportation mode is located off of the Interstate which will reduce the number of vehicle trips and congestion on I-94.
- Stops are located in densely populated areas.
- The proposal is cost effective because it utilizes already existing freight rail lines.
- Service provided in both directions during all time periods.
- Average speed is 38 miles per hour.
- The use of energy efficient diesel-multiple-unit cars and reduces vehicle generated emissions and energy consumption.
- Timed-transfer provided to Metra trains at Kenosha and Waukegan.
- Limits travel time to Kenosha from Milwaukee to 53 minutes which is comparable to automobiles but faster than a bus alternative (could be even greater with the proposed Interstate reconstruction).

#### Land Use and Compatibility

- As stated on Page 3-30, "The western segment of the Cudahy/St. Francis station area is largely industrial use and vacant land. The 40 acre Lakeport Village redevelopment site is planned to include a large ice-skating rink and ancillary retail space." – the same reference is made on Page 3-48, "To the west of that is a large vacant lot this is being developed into a major ice skating facility." And once again on Page 4-25, "The ½ mile Cudahy/St. Francis station area contains Patrick Cudahy, Inc., a large industrial food-processing plant that abuts the railroad. Also there is a planned major ice skating facility and a new public library that was constructed to serve as a focal point for the downtown."
  - This language is out of date. The developers of the proposed Lakeport Village/Ice Port were foreclosed upon by the City and as of July 2009, the City of Cudahy has taken back possession of the land which is under the control of Cudahy's Community Development Authority (CDA). At this time there are no formal plans for the site, but the Council has supported higher density and mixed use development for the site.
  - The name of the station should be Cudahy not Cudahy/St. Francis.
- As stated on Page 4-7, "For areas outside for the downtown, (i.e. east of Kirkwood Avenue and north of Plankinton Avenue), the plan suggests low-to medium-density multi-family development to encourage a wider variety of housing options closer to the central business district."
  - A 30 unit condominium building has been completed next to the library, plans are in place for another 30 unit building on the site and a 36 unit condominium building is proposed on Squire Avenue. The Council

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supports higher density and mixed use development in proximity to the proposed transit station and has begun implementation of this vision. The City has been strategic in acquiring properties near this site to allow for greater density making this area a prime candidate for redevelopment in accordance with this vision.

- As stated on Page 4-7, "Land use recommendations within the plan further suggest that the area west of the commuter station be comprised of commercial mixed-use, office, entertainment and industrial uses. Mixed-use development opportunities are encouraged along both Packard and Layton Avenues consistent with the downtown pedestrian-oriented character of the area."
  - The City of Cudahy is updating its Comprehensive Plan for 2010. The document is a guide to decision-making about land use and maybe amended by the Planning Commission to be responsible to changing circumstances, notably those large in scope that may relate to the Commuter Rail option.
  - The City has a commitment to determining how best to accommodate future employees and residents within the City of Cudahy but also within the South Shore Community growth centers as a result of the Commuter Rail option.

#### Noise

- As stated on Page S-15, "The areas with the greatest potential for cumulative noise and vibration impacts associated with Community Rail Alternative is where the proposed commuter rail would overlap with existing Union Pacific freight services."
  - The City of Cudahy agrees that there will be some noise and vibration impacts associated with the Commuter Rail option and we believe it will be less severe with commuter rail than with freight equipment and thus the cumulative effect should be minor.

#### Visual Impact

- As stated on Page S-16, "the area around the commuter rail station would be improved through decorative lighting, sidewalks, and street trees and be supplemented with new lighting features, surface treatments, public art and welcome signs."
  - The City of Cudahy has already begun implementation of streetscape in the transit area. In fall 2009, the City will begin to address a wayfinding sign program to assist visitors and guests with finding their way around the city. This program will be able to be expanded to include those using the transit. Because there are already tracks in place, there will be no disruption to the visual environment except for the area where the new station would be.

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547 W. Jackson Blvd. Chicago, Illinois 60661 Telephone: 312-322-6900 TTY# 1-312-322-6174



October 5, 2009

Kenneth R. Yunker  
Executive Director  
Southeastern Wisconsin Regional Planning Commission  
KRM Commuter Link  
W239 N1812 Rockwood Drive  
PO Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Yunker:

Metra is pleased to have the opportunity to review the Draft Environmental Impact Statement (DEIS) for the proposed Kenosha-Racine-Milwaukee (KRM) Commuter Link.

The largest concern we have in reviewing this document is the discrepancy between the commuter rail service plans and assumptions described throughout the DEIS and the statement on page 4-19 of the DEIS which states:

*Because of [Metra's] position, the KRM service formally proposed at the time of this report does not include any KRM trains operating south of Kenosha. However, KRM service to Waukegan and Chicago is retained as a possible future option for the project. In the event that option is again given serious consideration in subsequent work in the current alternatives analysis, future preliminary engineering or future final design phases of the KRM project, the environmental work will have been completed and documented herein.*

In our view, the above statement reflects the results of the ongoing dialogue between Metra and the KRM team. Metra has not agreed to trains operating south of Kenosha. However, the operating plans described and referenced on the other 698 pages of this document do not correspond to this note. While we recognize that the timing in drafting a complicated DEIS and securing all the necessary approvals can be extensive, and that the time between completion and publication can be significant, we are nonetheless concerned that this single statement does not sufficiently document the changes needed to reflect Metra's position on the KRM project. The differences in scheduling affects six KRM trains proposed to travel south of Kenosha to Waukegan, and two additional KRM trains proposed to travel from Kenosha to Chicago. It appears that the ridership and operating cost estimates shown in this document still reflect those additional KRM trips to Waukegan and Chicago. However, we are concerned that the proposed operating plans as stated do not accurately account for operational and capital changes to the Metra system that might need to take place thereby necessitating a revisit to the environmental findings.

Beyond the concerns about KRM service operating in Metra service territory, Metra has concerns about the two additional Metra trains proposed in the TSM alternatives and the four additional Metra trains proposed in the BRT and Commuter Rail alternatives. It should be noted clearly in the report that Metra has not agreed to this expansion of Metra service. Our current operating and capital resources for additional service are extremely limited, and the first priority for those funds is to the taxpayers of

Metra is the registered service mark for the Northeast Illinois Regional Commuter Railroad Corporation.

Northeastern Illinois who supply the operating subsidy for Metra in the form of sales taxes. In addition, it is not clear that the capital and operating costs associated with this expanded Metra service are fully captured in the proposed capital and operating cost estimates. On top of the rolling stock necessary to provide one or two additional round trips, an assumption must be included for the expanded yard capacity to store and maintain this additional Metra equipment. Our yards are at full capacity in both Kenosha and Waukegan.

In addition to these significant concerns, there is one repeated detail that emerged in our review which is very important. The report reflects schedules and fares that are several years out of date, so these will need to be updated. Current timetables and fare schedules are available at [www.metrarail.com](http://www.metrarail.com).

In response to these concerns, we request that the DEIS be revised to reflect the most current assumptions before it is finalized. Using an incorrect set of assumptions calls the entirety of the analysis into question, diminishing the validity of any conclusions arrived therein. Metra looks forward to continuing to work with the KRM team as this project moves forward, further addressing the transportation needs of the people in both the Milwaukee and Chicago regions.

Sincerely,  
  
Philip A. Magno  
Executive Director

cc: David L. Stroik, Chairman  
Southeastern Regional Planning Commission

**Community Services**

- As stated on Page 3-33, "The City [of Cudahy] employs 40 full-time police officers and 23 firefighters.
  - This should be updated to read, "The City employs 30 full-time police officers and 25 firefighters.

**Mitigation of Contaminated Sites**

- As stated in the table on Page 4-85 there are two sites in Cudahy that are contaminated that would impact the development of a transit oriented development around the Cudahy/St. Francis Commuter Rail station – these being the Proposed Cudahy Train Station and the property at 3503 East Layton Avenue.
  - The City is aware of these sites and has capped the Cudahy Train Station location. In addition, we are working with a consultant to consolidate all studies that have been completed near the proposed train station in order to efficiently apply for grants to clean up the sites as needed.

**Archaeological Resources**

- As stated on Page 4-89,90, "the western portion of the proposed station is recommended to be geomorphologically tested for archaeological materials. Until testing can be completed, cultural resource management is not recommended."
  - Any geomorphological testing should be completed with the State Historical Preservation Office (SHPO), WisDOT, and SEWRPC to ensure all Section 106 requirements are met and should be done at a cost to be borne by these agencies.

**Environmental**

- As stated on Page 4-78, 4-81, "catchbasins or catchbasin inserts as well as biofilters used as part of the landscaping will likely be needed for stormwater runoff or proposed station".
  - The City of Cudahy abides by the MMSD requirements for stormwater management.

**Historic Resources**

- As stated in table 4-30 on Page 4-91 the Cudahy Depot at 4643 S. Kinnickinnic is potentially eligible to be listed on the National Register of Historic Places.
  - This property is owned by the Cudahy Historic Society, the City will assist the owners, if they are interested, in filing the application for listing.

**Transportation**

- As stated on Page 4-16, 4-17, "Traffic delays of 50 seconds for crossing adjacent to stations and 30 seconds for crossings not adjacent to stations. A total of 28 delays per day, 14 each way, with 4 at both AM and PM peak travel times for only a 5% disruption of total peak travel time.
  - Since most employment in the City of Cudahy is manufacturing based, traffic may be less impacted during peak travel times. Traffic signalization should be modified accordingly.

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- As stated on Page S-12, "Airport Shuttle – this is a proposed new route that operates between the Cudahy/St. Francis commuter rail station and Mitchell International Airport."
  - The City fully supports having shuttles from the commuter rail station to the airport. A consistent marketing of this alternative form of transportation must be made available to visitors of Milwaukee County. The EIS should include some analysis of how many trips would be made from the Cudahy station to the airport.

Thank you for your time and consideration of our comments. If you need additional assistance you can reach me at (414) 769.2222.

Sincerely,

Ryan McCue  
Mayor

Cc: Members, City of Cudahy Common Council  
Scott Walker, Milwaukee County Executive  
Patricia Jursik, Milwaukee County Supervisor  
Mary Jo Lange, Director of Public Works Engineering Services  
Lara L. Fritts, Director of Economic Development  
Sara Eberhardy, Cudahy Community Development Authority  
Raymond Glowacki, Cudahy Chamber of Commerce

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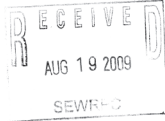
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WRITTEN COMMENTS RECEIVED BY MAIL, EMAIL, OR ONLINE COMMENT FORM



8/18/09



KRM Public Hearing

Re: Public Hearing - September

We wish to express our continued support for the KRM Commuter Rail program. In the past our support was essential theoretical, but now that more details about the project are being made available, we can be more direct and specific about our support. The route includes nearly a million jobs, and by extension millions of families; the proposed stations (existing and new) are spaced logically and located in key city centers; the transit times are practical and competitive. In sum, thoughtful planning. Please continue with your good work.

John Shannon, John Shannon, President/CEO

KRM Commuter Rail, PO Box 1607, Waukesha, WI 53187-1607

Governor Jim Doyle, PO Box 7863, Madison, WI 53707

John K. Shannon, Jr. - President/CEO, Quick Cable Corporation • 3700 Quick Drive • Franksville, WI 53126, Phone 1-262-824-3100 Ext. 211 • Fax 1-262-824-3199, Website www.quickcable.com

I suggest using the Chicago Metra commuter train for the rush hour service and self-propelled RR cars for off-peak service. There needs to be an hourly frequency during the day and night hours. Many people have evening hours for jobs, nice classes, sports, cultural, shopping, events, etc. Otherwise, they are forced to drive cars, or stay at home.

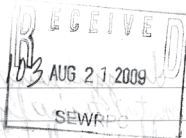
I also suggest Amtrak stops at Hwy 50 & Milw. Rds. for Kenosha, and Ill. Hvy. 176 & W. Milw. Rds. for Waukegan, connected by local bus lines.

Discontinuing the old North Shore Line Electric in 1963 and the C&NW in 1970 has great harm to the Lakeshore cities. The quality of life has suffered. The cities are isolated from each other.

Why is it that three billions of dollars for freeways, etc. and nothing for public transit? Let's get on with it, now!!! The Angry Commuter!

Glen Snyder, the fighter, Page 2

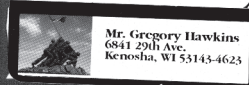
1933 N. Prospect Ave. # 103, Milwaukee, WI 53202, Wed, Aug. 19, 2009

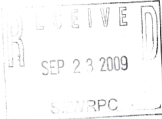


The K.R.M. line Dear Exec. Dir. Kenneth R. Junker, What I just received and read the SEWRPC-KRM Bulletin. What is needed is a thru commuter RR between Chicago and Milwaukee. I suggest extending the Metra Line from Chicago to Kenosha up to Racine and Milwaukee. Why have the transfer gap at Kenosha? It's difficult for a passenger from Racine to Chicago or from St. Luke to Milwaukee. What is needed is a thru RR commuter line from Milwaukee to Chicago by way of Racine, Kenosha, Dixon, Waukegan, St. Luke, Evanston, on the C&N.W.V.P. RR. Other locations such as Somers and Caledonia would be flag stops. I would suggest a local commuter RR service from Milwaukee to Bay View, St. Francis, Cudahy, So. Mills, & Oak Creek (old Carrollville).

Page 1

To SEWRPC REF: KRM Rail line; Just a quick note to indicate our support for the rail option. We have been using Amtrak for years. I do much prefer train to plane travel. It is only due to time constraints that we are forced to fly. So I think the more rail options people have, the more it will be used. Yours truly, Gregory Hawkins, Just a note... 9-15-09





WRITTEN COMMENT  
PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Jean Verber, OP  
Affiliation: Siena Center - Racine Dominican Sisters  
Mailing Address: 5635 Erie Street  
Racine, WI 53402

Comment:

See attached

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 Fax: 262-547-1103  
E-mail: KRMonline.org  
Website: www.KRMonline.org

September 21, 2009

I attended the KRM hearing in Racine last week but was unable to stay to give my response.

I wish to register strong support for the proposed KRM Commuter Rail alternative. While I cannot speak for the Racine Dominicans, I do speak for a number of residents here at Siena Center who signed the last statement for supporting KRM and the movement forward.

We certainly support this effort which promises to reduce automobile concentration on the highways and reduce the heavy concentration of carbon emission which is vital to our survival. We also endorse this effort to further the needed economic development in our region and especially providing greater access to employment that is so lacking here.

I personally worked for 10 years in Milwaukee with women trying to transfer off of welfare through the W-2 program to employment. It was heart breaking to see highly motivated individuals dismissed from temp jobs, if they were lucky to get one, and not be able to access permanent employment. Much of this distress was trying to find transportation to get to what might have been available outside the city. I see KRM as a great assist to these job seekers who may find work in Cudahy or Oak Creek.

And here in Racine with unemployment over 16%, the only way to employment is to be able to get connected to jobs south of Racine - through a KRM rail possibility.

We urge forward movement of this effort.

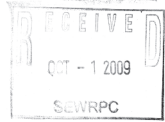
Thank you,  
*Jean Verber*  
Jean Verber, OP  
Justice Outreach Coordinator  
Siena Center  
Racine

page 1

WRITTEN COMMENT  
PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin



Name: Mary C. Schroeder  
Affiliation: \_\_\_\_\_  
Mailing Address: 617 Hagerer St.  
Racine, Wi.  
53402

Comment:

I do not want to hear the KRM train horn 28 times/day <sup>7 days</sup> a week. (That would be 14 trips back & forth to Kenosha each day). I live on the East side of the proposed KRM railroad tracks, about 1 mile away. I like to go outside in my yard & enjoy the quiet. Where I live in Racine, there are about 5 railroad crossings between South St. and West St. (approx. 3/4 mile of the track route). When a coal train comes, the train operator sounds the horn for the entire length of the 3/4 mile. This sound lasts 1/2-2 mins. each time. It is quite loud & annoying, especially when the west wind is blowing. Then it sounds as if the train is coming thru my house! I need to sleep during the day because I work 3rd shift. I cannot afford to move, or I would do so. My husband died 8 yrs. ago and left me very little money.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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Waukesha, Wisconsin 53187-1607  
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E-mail: KRMonline.org  
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continued on page 2.

page 2

WRITTEN COMMENT  
PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Mary C. Schroeder  
Affiliation: \_\_\_\_\_  
Mailing Address: 617 Hagerer St.  
Racine, Wi.  
53402

Comment:

~~XXXXXXXXXXXXXXXXXXXX~~ (cont. from page 1)  
I am not a "senile old lady", I am 55 yrs. old.

I would be in favor of the KRM if you could get rid of, or greatly reduce the loudness of the train horn.

I think that the KRM train would be a big boost to our economy.  
Thank you, Mary C. Schroeder  
*Mary C. Schroeder*

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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Board of Directors  
 Mike Fabiahnak  
 Associated General Contractors  
 Steve McLaughlin, UW Parkside  
 Mike Ruzicka  
 Greater Milwaukee Association of Realtors  
 Peter Beitzel  
 Metro Milwaukee Association of Commerce  
 Martha Toran, NAACP  
 Jascha Beck Wallers  
 DeWitt Ross & Stevens S.C.  
 Amy Schneider, Park Bank  
 Paul Kwiecinski, transit advocate  
 Diane Charness, Charness Consulting

October 4, 2009

Ken Yunker  
 KRM Commuter Link  
 P.O. Box 1607  
 Waukesha, WI 53187-1607

Dear Ken Yunker,

Transit NOW supports the Kenosha-Racine-Milwaukee Commuter Rail (KRM) project and the draft environmental impact statement.

KRM is essential infrastructure for the mobility and economy of SE Wisconsin. It would act as a critical backbone for a vibrant regional transit network that would support improved transportation capacity and efficiency. KRM would effectively meet goals of connecting people to jobs, school, healthcare and other important destinations; reducing air pollutant emissions and our region's reliance of fossil fuels; and improving transportation affordability and regional accessibility for diverse populations.

KRM will create a high quality cost effective link between 9 cities in SE Wisconsin, and make a valuable bi-state transit connection with 25 NE Illinois communities and Chicago, connecting Wisconsin communities with a far-reaching network of transit accessibility and economic opportunity in NE Illinois and the SE Wisconsin region.

KRM will support and link three local urban transit systems in the region, providing reliable and affordable connections to jobs (nearly 1 mile of stations between Milwaukee and Chicago) in a densely populated corridor that has few other regional transit alternatives or rights-of-way available to add needed transportation capacity.

KRM will use existing rail right-of-way resulting in high economic, environmental and social returns with minimal impacts. KRM will create sustainable economic growth, and improve our environment by spurring more efficient compact development and redevelopment, and attracting visitors and businesses to closer-in suburbs and developing communities. KRM would act as an important force in assisting to re-balance the sprawling development pattern in SE Wisconsin to create a more efficient land use pattern.

KRM will provide urgently needed transit-accessible job growth and affordable job connections in the corridor where unemployment is as high as 17%. Potential stations are situated in areas that provide good access for a high percentage of households without cars (over 23% near urban stations), and higher than average minority population.

KRM enjoys a deep and diverse base of support. Please move this project forward without delay. The benefits are substantial and are needed now in SE Wisconsin.

Sincerely,

Kerry Thomas, Executive Director

www.transitnow.org 262-246-6151 P.O. Box 565  
 262-246-4053 fax Sussex, WI 53089-0565

**The Racine Transit Task Force**  
 Advocates for a Vibrant Regional Transit System  
 Affiliated with Transit NOW

October 5, 2009

Ken Yunker  
 KRM Commuter Link  
 P.O. Box 1607  
 Waukesha, WI 53187-1607

Dear Mr. Yunker,

On behalf of the Racine Transit Task Force please accept this letter of support for KRM Commuter Rail DEIS. Our coalition is large and diverse, it's corporate and union, small business and manufacturing, store owners and faith-based groups, environmental and government officials, and communities of color.

Southeast WI has waited too long for a true regional transit system. We were a thriving industrial and manufacturing city with a diverse population and low unemployment. Our manufacturing jobs left and we are still trying to recover our job and employment base. We have a dis-connect between where our highest concentration of job seekers live and where the jobs are developing. We need to expand our transportation infrastructure to fill this serious transportation system gap.

We understand that a modern transit network is fundamental and essential to our economy. We know that jobs will come as investors invest along the corridor. And that educational opportunities and cultural venues will increase to help stabilize our future.

Its time now to advance KRM Commuter Rail and make a truly integrated RTA so we can go to work creating jobs and a cleaner more prosperous future.

Sincerely

Jeff VanKoningsveld, Co-Chair, Racine Transit Task Force  
 President, IBEW Local 430, Racine County Labor Coalition

**Racine Transit Task Force Steering Committee**

Nikki Aiello	Community for Change
Chip Brewer	SC Johnson
Ray DeHahn	Alderman, Transit Commissioner
John Dickert	Mayor, City of Racine
<i>(continued)</i>	
Tom Friedel	Alderman, former Mayor
Mike Frontier	San Juan Diego Middle School
<i>(Continued)</i>	

1 of 3

Kelly Gallaher	Community for Change
Curtis Garner	Belle Urban System (Racine bus)
Ryan Gleason	Community for Change
Nancy Holmlund	WISDOM/Racine Interfaith Coalition
Elizabeth Kelly	Mueller Communications, SE WI RTA
Morris Reece	Fair Housing Director
Mike Shields	Racine NAACP
Kerry Thomas	Transit Now
Nick Whitman	Racine Education Association

Contact Information:  
 Jeff Van Koningsveld, 262-994-5393, jeffbew@hotmail.com

**Organizational Members**

Racine County AFL-CIO Labor Council	Roger Caron, President
Racine Area Manufacturers and Commerce	Dave Blank, Executive Director
Racine County Convention & Visitors Bureau	Curtis Garner, Executive Director
PTM of Racine, Manager of Racine BUS	Wally Rendon, President
Hispanic Business & Professional Council	Morris Reece, Director
City of Racine Fair Housing	Ed Malacara, Director
Hispanic Business Council	Michael Shields, President
NAACP	Michael Shields, President
The Racine Democratic Party	Kerry Thomas, Executive Director
Transit NOW	Pete Knotek, President
Racine Education Association	Richard Marciniak, Executive Director
Racine Family Literacy	Devin Sutherland, Executive Director
Downtown Racine Corporation	Devin Sutherland, Manager
Downtown Racine BID	Curt Pruitt, General Manager
Regency Mall	Bonnie B. Prochaska, President
Ginkgo Leaf Consulting	Mark Eichorst
Reach Your Mark	

**Individual Members**

Mark Levine, Racine BID Board member  
 Ron Thomas, Secretary, AFL-CIO Labor Council  
 Bryan Albrecht, President, Gateway Technical College  
 Lawrence Smetana, executive board member, IBEW

**Individual Members continued**

Richard Therkelsen, Organizer and executive board member, IBEW  
 Russ Sanders, executive board member, IBEW  
 Paul Voss, Vice President, IBEW 430  
 Jim Heart, executive board member of IBEW  
 Chris Gulbrandsen, business manager, IBEW 430

Tom Zikowski	Morris Firebaugh	Joe Hand Jr.
Paul Holley	Jodi Emmons Brent Nance	Dennis Wolf
Gary Fahl	Richard Fierro	Marilyn Nemeth
Steve Torosian	Colleen Batterenan	Pete Feest
Rich Hinderholtz	Mercedes Dzindzeleta	Jeff Corbat
Jane Witt	Chalene Alila	Pete Feest
John Siegert	Jeffery Funk	Bob Hand
Susan Bowen	Jeff Schultz	Mary Abrego
John Magee	Robert Carder	William Johnson

2 of 3

Mary and Frank Facuejak	Michelle Randall	Barney Nelles
Charles Geyer	Alex & Krystyna Sarrazin	Debie Truckey
Sara Neubauer	Linda Flashinski	Mitchell Avant
Pattie & Joe Kremkowski	Greg Mueller	Marvin Letven

**About the Racine Transit Task Force**

The Racine Transit Task Force is made up of organizations, individuals and business leaders in Racine and the region. It was created to collaborate and coordinate in building community and political support to improve and expand transit that will connect workers and employers, create new job growth, spur sustainable economic development and global economic competitiveness, reduce the brain drain, decrease our dependence on foreign oil, and improve the quality of life in Racine and throughout Southeastern Wisconsin. The task force is a means to provide transit outreach, education, and advocacy.

Our guiding principles are:

- A vibrant modern transit network is a fundamental part of a successful and sustainable economy and a prosperous future.
- A dedicated funding source for transit is vital in 2009 to provide adequate, stable funding for transit systems and KRM Commuter Rail. Without a dedicated funding source existing transit systems will face continuing service reductions. KRM Commuter Rail will be at serious risk, deepening the divide between workers and jobs, and limiting our ability to compete in the global economy.
- A permanent regional transit authority in Southeast Wisconsin in 2009 is critical to provide regional coordination, creating a united voice to better access federal funds, and advancing efficient regional links for jobs and economic growth.
- A permanent Regional Transit Authority will create jobs, a stronger economy, and healthier neighborhoods by empowering communities to operate efficient, cost-effective, balanced transportation systems.

3 of 3





To: Southeastern Wisconsin Regional Planning Commission  
 From: Wisconsin Public Interest Research Group (WISPIRG)  
 Re: Comments on the Kenosha-Racine-Milwaukee Commuter Link  
 Date: October 5, 2009

WISPIRG appreciates the opportunity to comment on the Kenosha-Racine-Milwaukee commuter link. We are a statewide, member-based, non-partisan, non-profit organization that advocates in the public interest. We believe that our current transportation system faces significant challenges. Volatile gas prices, traffic congestion, our dependence on oil, and global warming pollution all indicate that significant reforms are required to build a 21<sup>st</sup> century transportation system.

Wisconsin's transportation system has not kept up with changing needs. Vehicle travel on Wisconsin highways increased by approximately 90 percent between 1980 and 2007, and Wisconsin residents spent about \$2.7 billion more on gasoline in 2006 than they did in 1998.

Wisconsinites deserve a transportation system that meets the needs of the 21<sup>st</sup> century, and public transportation needs to play an integral role in that system. A strong public transportation system would support economic development, curb pollution and congestion, reduce our dependence on oil, and help to sustain communities.

Milwaukee's transportation system faces unique challenges. In 2005, Milwaukee area residents spent about 15 million hours in traffic delays, while congestion cost the area's economy about \$282 million. Cuts in transit service in Milwaukee have only worsened this problem. Between 2001 and 2007, bus miles in Milwaukee were cut by 19 percent and fares rose by 30 percent, leading to a 34 percent drop in ridership over the same period.

Milwaukee and Chicago form the ends of a corridor that is increasingly becoming one continuous metropolitan area. Where public transit connections currently exist along this corridor, workers have been using them in record numbers. Unfortunately, most of the corridor lacks efficient transit options.

A lack of good transit options means that most commuters in Southeastern Wisconsin depend on their cars. As this area becomes more developed, congestion will increase and air pollution will worsen. Southeastern Wisconsin needs a strong public transportation system, and the KRM would play an essential role in this system.

The KRM would benefit this region by providing for economic growth, allowing for a cleaner environment, and spurring more efficient compact development and redevelopment. Additionally, there is broad support for the KRM.

[www.wispirg.org](http://www.wispirg.org)  
 122 State St., Suite 309  
 Madison, WI 53703  
 Phone: (608) 251-9501  
 Fax: (608) 287-0865  
[info@wispirg.org](mailto:info@wispirg.org)

#146935 v1 - KRM EIS Public Hearing Comment Form

WRITTEN COMMENT  
 PUBLIC HEARING



DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
 THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT SEWRPC

September 16, 2009  
 Milwaukee County Downtown Transit Center  
 909 E. Michigan Street  
 Milwaukee, Wisconsin

Name: Scott Linker  
 Affiliation: Taxpayer  
 Mailing Address: 4128 S Regal Manor Ct  
New Berlin, WI 53151-9204

Comment:  
 Since Japan introduced high speed bullet trains, passenger rail has lost more than half its market share to the automobile. Since Italy, France & other European countries opened their high speed rail line, rail's market share in Europe has fallen from 22 to 5.5 percent of travel. If high-speed rail doesn't work in Japan & Europe, how can commuter rail work in Kenosha-Racine-Milwaukee, especially since we already have Amtrak and buses.  
 This commuter rail proposal will turn out to be a high cost, high risk mega project that promises little or no congestion relief, energy savings, or other environmental benefits. I am wary of any transportation project that can't be paid for out of user fees. Fares won't come close to covering the cost of this project. Even though I live in Waukesha City, this project will at least initially affect me with my federal taxes contributing to this.  
 Source - Randal O'Toole, Cato Institute, High Speed Rail: the Wrong Road for America article

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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 W239 N1812 Rockwood Drive  
 P.O. Box 1607  
 Waukesha, Wisconsin 53187-1607  
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September 16, 2009  
 Milwaukee County Downtown Transit Center  
 909 E. Michigan Street  
 Milwaukee, Wisconsin

Name: Scott Linker  
 Affiliation: Taxpayer  
 Mailing Address: 4128 S Regal Manor Ct  
New Berlin, WI 53151-9204

Comment:  
 In reality, recent increases in transit ridership account for only three percent of the decline in urban driving. Rail transit also doesn't save energy. Many light rail operations use more energy per passenger mile than the average sports utility vehicle and a lot more energy less than a fuel-efficient car such as a Toyota Prius. People who take transit aren't saving energy - they're merely paying their energy costs on someone else.  
 Rail transportation is more heavily subsidized than other forms of travel, whose highway subsidies average less than a penny per passenger mile & subsidies to flying are over two. Amtrak costs taxpayers 22 cents per passenger mile but rail costs 61 cents per passenger mile. My guess is that KRM will cost somewhere between 22 and 61 cents per mile.  
 Even if this commuter rail project would save energy, spending more money on this will get far more people out of their cars. People who want to save energy should plan to buy more fuel-efficient cars & encourage cities to invest in traffic signal coordination which can save far more energy at a tiny fraction of the cost of building new rail transport lines (especially commuter light rail).  
 Source - Rail Isn't Save America by Randal O'Toole of the Cato Institute

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WRITTEN COMMENT

PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 16, 2009 Milwaukee County Downtown Transit Center 909 E. Michigan Street Milwaukee, Wisconsin

Name: Scott Lutz Name Affiliation: Taxpayer Mailing Address: 422 S Regal Manor Ct New Berlin, WI 53151-9204

Comment:

The Govt Accountability Office found that bus-rapid transit-frequent buses with limited stops-provided faster better service at two percent of the capital cost & lower operating costs than light rail. When Dallas opened a new light rail line in 2002, it doubled the number of miles in the city's light rail system. The new line attracted more rail riders, but the regular bus riders more than it gained rail riders. This often happens because rail's high cost forces transit agencies to cut bus service. When Los Angeles started building rail transit to white, middle class neighborhoods, it lost bus riders & Hispanic neighborhoods. The city lost more bus riders than it gained in rail riders & a NAACP lawsuit forced the city to restore & expand its rail plans. Notice that rail doesn't work in much larger cities (Los Angeles & Dallas) than our area. In conclusion, KRM commuter rail would be a bad investment for our area & it would be overkill, since we already have Amtrak & an adequate bus service. Source: Light Rail Isn't the Path to the Future by Ronald O'Toole of the City Institute Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

Southeastern Wisconsin Regional Planning Commission W239 N1812 Rockwood Drive P.O. Box 1607 Waukesha, Wisconsin 53187-1607 Phone: 262-547-6721 Fax: 262-547-1103 E-mail: KRMonline.org Website: www.KRMonline.org

#147237 v1 - KRM - DEIS Email Comments

From: Holmes, Jack [jholmes@columbia-stmarys.org] Sent: Tue 8/18/2009 8:19 AM To: KRM Online Subject: krm commuter link i feel that this is badly needed.it would reduce auto traffic congestion and reduce the need to continue the widening of freeway lanes.

From: Nancy Duersten Sent: Tue 8/25/2009 8:21 AM To: Yunker, Kenneth R. Cc: Senator Russ Feingold - Do not reply to this message; Sen. John W. Lehman; Rep. Robert Turner; herbert kohl; Governor Jim Doyle Subject: KRM

Dear Mr. Yunker, I'm responding to your agency's request to comment on the KRM rail proposal by Oct. 5. I believe that there are no good reasons not to go forward with the rail connection. Building the new rail will reduce pollution, encourage economic development, save fuel, reduce the unconscionable spread of sprawl, and provide alternative means of transportation especially for older people who are limited in options and fearful of driving on the highways. I hope that the KRM would be only the first step in developing a basic rail system in our state.

Yours truly, Nancy Duersten 111 11th St. # 5 BN Racine, WI 53403

From: John Kelley Magee Sent: Thu 8/27/2009 6:31 PM To: KRM Online Subject: KRM's station's name

Hello, I'm John Kelley Magee, I've had read the story about KRM's commuter train. I think that would be great to get started working now. but I look at "South Side Milwaukee" station. I think it would be good idea to change it to "Bay View" station, because that is an area that called Bay View residents they lived. I think that were be looking at to see an lake near Port of Milwaukee. Thank you!

From: Judith Nielsen Sent: Fri 8/28/2009 3:32 PM To: KRM Online Subject: Comment Regarding KRM Study I sorry but as a resident of Racine County I am apposed to this project. I see 17% unemployment in this area. The location of the KRM stops are not located in employment areas, where a person could walk to work or have public transportation readily available. Jobs if any are in industrial parks and miles from the KRM location. We have Amtrak locations that are closer to job locations and they can not make money, they too are subsidized. So why do I need my tax dollars to subsidize another rail system that is pie in the sky. None of your proposal actually state specifically how this will help our economy. Where the jobs are and who are the people who will use the new system. Work on keeping jobs and people employed with the millions you want to spend, put the money to better use.

A concern tax payer in Racine County.

From: robert maccani Sent: Sun 8/30/2009 2:59 PM To: KRM Online Subject: KRM cummuter rail

Bob and I are in favor of KRM for the following reasons:

- 1. This commuter rail is a very important to create a high quality cost effective link between cities in SE Wisconsin. 2. It will save money, time and the environment over driving. 3. It will enable workers without cars access reliable and affordable connections to jobs. 4. It will link local transit systems between counties. (This will enable our daughter who is developmentally challenged the transportation to cross county lines between Milwaukee and Waukesha to get to her place of employment).

Donna and Bob Maccani

W134N8192 Green Hill Ct.

Menomonee Falls, WI 53051

From: Dorothy W Sherman Sent: Mon 8/31/2009 1:53 PM To: KRM Online Subject: KRM Transit

I support commuter rail. I moved here from the Chicago area in 1990 and was shocked to find out there was no light rail in the Milwaukee metro area. Since that time I've also been told that it is the wealthy white people in counties west of Milwaukee that do not want light rail so that they can keep there counties from being "invaded" by minorities. I hope this comment is not true. Expanding expressways and local highways as our population increases just encourages global warming and expands the unsustainable need for more oil. Our economy will never be able to grow as Chicago did unless we embrace light rail and integrated bus service, which at some point should be using non fossil fuels. You will not eliminate the hopelessness of the minority populations unless you care enough to provide a way for them to get to jobs without the need to own a car.

Thanks you for the opportunity to comment. I support an increase in taxes to pay for this and understand that federal money has been available for some time but not used because of governmental units cannot cooperate. Let's finally get something done to help our area get and keep itre supporting jobs.

Dorothy Sherman 5415 Wild Rose Cir Greendale WI 53129

From: Moreau MacCaughey Sent: Wed 9/2/2009 8:35 PM To: KRM Online Subject: Comment Regarding KRM Study Gentlemen:

Back in the olden days when I was a kid, there was an electric "Interurban" train that ran from Milwaukee north, probably to Green Bay. It stopped in the small towns along the way and sometimes at farmers' lanes. It ran regularly, on schedule, and was not dependent on weather. Then progress came along, the train disappeared, and buses appeared to provide vastly superior service. Until the buses started reducing their runs, stops, and service. Now they don't run thru the small towns anymore. For some of us without a car, the Interurban was truly a lifeline to the cities and their supplies that we could not get at home in our small towns.

Running south from Milwaukee, of course, was the favorite old North Shore Line.

All this, to say that trains are important. Now, as then. Probably even more so now, with the valid concern about pollution, traffic congestion, and limited resources.

We should build the KRM line as quickly as possible. We also need to upgrade bus service from train depots so riders can get to their destinations easily. At this point, that is not usually the case. With enough bus service, even commuters could leave their cars at home instead of at a train depot parking lot. So concentrated efforts must be devoted to public transportation as a whole, with trains being an essential element.

Yours truly, and optimistically,

Moreau MacCaughey 3732 Ruby Ave. Racine, WI 53402

---

**Submitted:** 9/7/2009 12:35:00 PM

**Name:** Pat Palasz

**E-mail:**

**City:** Caledonia

**State:** WI

**Zip:** 53108

**Comments:** I just don't get the need for this. We have Amtrak now. The cost is prohibitive and no one I know wants to use the proposed route. And there are no jobs in Racine - highest unemployment numbers after Janesville so that won't be a likely destination. If this becomes a reality the users should pay - taxpayers are overburdened in Wisconsin already. *Subsidising ridership to \$20+ each is ridiculous.* Research rail in Chicago (totally in debt). I vote no!!!

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**From:** Wesley Ladwig

**Sent:** Tue 9/8/2009 1:42 PM

**To:** KRM Online

**Subject:** Question about the KRM Commuter Rail  
Hi,

I am a student looking to go to graduate school in the Lake Bluff, IL area. My question is will the KRM connect to the Chicago Metra System so I could conceivably leave from Milwaukee and get off at the Lake Bluff, IL station? My other question is what is the timetable for this project and how far away is it from becoming a reality? I am very interested and your website was a big help. Thanks and I hope this project goes through.

Wes

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**From:** TDS

**Sent:** Thu 9/10/2009 2:52 PM

**To:** KRM Online

**Subject:** Transportation to Racine

Good Day

I would like to express my idea about public transportation. I would like to see a monorail run in the center of Interstate 94. By having a raised monorail the problem of auto/train crashes would be next to eliminated. As the population warrants spurs from the monorail to the Cities like Racine, Kenosha, Milwaukee and all that are near to the Interstate. could connect to the public transportation. This could continue to Minnesota if the need is there.

In my 71 years of living in or around Racine I have a remembrance of commuter trains. We had the North Shore electric, that ran from Chicago to Milwaukee. This was a good mode of transportation. Some years back it failed. We had the Inter Urban that ran from Kenosha to Milwaukee. This electric train would go through parts of the inner city, I used it and it was great. This good thing failed.

Now some one is proposing another train system just like the ones that failed a while back. Get some new ideas, Think raised Monorail. Make it safe transportation.

Jerome St.Clair

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**From:** Solomon, Harry (GE Healthcare) [Harry.Solomon@med.ge.com]

**Sent:** Thu 9/10/2009 3:08 PM

**To:** KRM Online

**Subject:** Comment Regarding KRM Study

I am strongly supportive of the Commuter Rail Alternative, selected as the Locally Preferred Alternative for the KRM Corridor.

However, as a potential user of the service from Illinois, I am concerned that the service model of the proposed operating plan includes no southbound timed meets with Metra for any Milwaukee departures after 5:20 p.m. This makes the proposed service considerably less attractive for the extended service area (Secondary Study Area) along the Metra UP North line.

Similarly, for the Wisconsin users who would use the service into Chicago, there are no northbound timed meets for Chicago departures after 5:35 p.m. In fact, that 5:35 departure from Chicago meets the last proposed northbound KRM train, making the service useless for return from any evening activity in Chicago - or even Lyric Opera matinees, which end at 5:45. Many of the public comments recorded in the Draft EIS specifically indicated a desire to use this service to access evening cultural events in Chicago.

I strongly urge the Final EIS to consider adding later evening service into the operating plan model, with effective transfers between KRM and Metra at either Waukegan or Kenosha.

**Harry Solomon**

96 Blackhawk Rd.  
Highland Park IL 60035

Member, CMAP Citizens' Advisory Committee

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**From:** dan schauberg

**Sent:** Fri 9/11/2009 12:43 PM

**To:** KRM Online

**Subject:** Comment Regarding KRM Study

Can I find the impact study that was done using the existing Amtrak lines? What will I have to pay as a tax payer for the operation of the proposed corridor. I see that 100% is federally funded and state funded. Will the projected additional income from the operation be enough to make it a profitable venture? I for one do not wish to fund something that is not making money. I already do that with city, state, and fed taxes. Where is the private enterprise investments? If investors aren't investing into the plan then is it a profitable or necessary plan?

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**From:** Scott Duban

**Sent:** Sat 9/12/2009 10:36 AM

**To:** KRM Online

**Subject:** Comment Regarding KRM Study

Due to work, I cannot make the public hearings, please accept my comments:

Having a train would be nice. However it is absolutely ridiculous to spend millions of dollars for something in this economy that will NOT accomplish anything. There is no public outcry for a train here. There are not substantial downtown to downtown commuters to justify taxing everyone in 3 counties. Unemployment is skyrocketing and putting in tracks will Not create enough employment to justify the cost.

For goodness sakes, the Governor/Legislature spent money on trains in Spain while laying off state employees because the state is broke. Now you want tax money for a system that in virtually every other area that operates, operates at a loss...meaning future money spent as well.

The whole concept is based on wants not needs. What we need are elected officials who are concerned about the people who vote NOW not what the dream is how things may be in 20 years. This economy will never fully recover unless there are jobs to commute to. The tax money could be far better spent elsewhere.

Thank you

Scott Duban  
Salem, WI.

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**From:** Bruce Holberg

**Sent:** Sun 9/13/2009 4:05 PM

**To:** KRM Online

**Subject:** Support Your Efforts

I support your efforts to bring rail service back to the Kenosha/Racine to Milwaukee rail line. It has been gone far too long. I believe that it will be very successful. I have left the Kenosha area due to a job change, but you never know when I may return. At least I will have a great way to get to both the Milwaukee Airport and downtown Milwaukee.

Thanks for keeping me posted and good luck.

Bruce Holberg

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**From:** David Kristopeit

**Sent:** Mon 9/14/2009 9:06 AM

**To:** KRM Online

**Subject:** Comment Regarding KRM Study

Last week I received my email announcing public comment opportunities on the Draft Environmental Impact Study (DEIS) for the KRM. I clicked on the link to the study only to find it is 699 pages long and you want comments by October 5. I am not sure I can even read it by then let alone understand it. Typical government. Confuse the public with hundreds of pages of techno jargon and then claim they were informed and allowed to comment. What a bunch of BS! How come it has been more than 2 1/2 years since the last KRM newsletter published in January of 2007? It does not sound like you have been keeping us informed to me. And I disagree with the third paragraph of the current newsletter where it says that the KRM was chosen as the preferred alternative "...of elected officials, businesses, and residents in the KRM corridor." You base this on public hearings held in 2003 where 1280 people indicated support and only 20 opposed. (see second bullet point at <http://www.sewrpc.org/KRMonline/background.shtml>) If you really want to know if people support the KRM, hold a referendum.

As far as environmental impact, what will be the environmental impact when so many of our limited resources will be expended on a transportation system that will be used by only 2 - 3 % of the population when the rest of our infrastructure is crumbling beneath us? Our bridges, rural roads, dams, and power grid which are used by a much higher percentage of our population could be upgraded or repaired with the money that will be spent on this project.

We do not need a railroad. We had two of them in the 30's. They both failed. This one will too. Kill the KRM before it kills us!

Respectfully,

David Kristopeit  
5500 Whirlaway Ln  
Racine, WI 53402

"When the people fear their government there is tyranny. When the government fears the people there is liberty."

Thomas Jefferson

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**Submitted:** 9/14/2009 2:32:06 PM

**Name:** Lorrie Greco

**E-mail:**

**Organization:** League of Women Voters and a few dozen others

**PO Box/Street:** 8432 S. Tuckaway Shores Drive

**City:** Franklin

**State:** WI

**Zip:** 53132

**Comments:** I think KRM is just what we need. We need a commuter line for all those folks who need to get to work on time. We need it for employers who are considering opening businesses in this area, and to make a more reasonable carbon footprint and even to reduce the number of people effected by asthma, etc. WE NEED IT! LET US HAVE IT, PLEASE!



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**From:** Barbara Stublaski  
**Sent:** Tue 9/15/2009 12:15 AM  
**To:** KRM Online  
**Subject:** KRM Public Hearing 9/14/09  
To whom it may concern,

I attended the hearing on 9/14/09, as a strong believer in the commuter rail system I was saddened to hear we are still in the data gathering stage and to hear it will be 2016 before we know if it will happen. With all the money that is and will be spent on analyzing it, we will be the losers at the end.

If only the federal government had take as much time to analyze the impact on handing out all our tax dollars to bail out the banks. We could have use that money to start building commuter rail alternatives. Once again our state like so many others will OVER analyze this to DEATH. As much as I want it to happen I don't see it happening.

"Change is a GOOD thing, we just have to learn how to accept change!"

A Disappointed Citizen

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**From:** Ron Lourigan  
**Sent:** Tue 9/15/2009 10:56 AM  
**To:** KRM Online  
**Subject:** Comment Regarding KRM Study  
I am AGAINST another taxpayer subsidized form of public transportation! If there is a need let it be done through the private sector with someone else's money! Please note, does not Amtrak with its taxpayer subsidy already serve Milwaukee, Racine and Chicago?

Thank you,  
Ron Lourigan  
1087 180<sup>th</sup> Ave  
Union Grove, WI 53182

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**From:** Chris Seidl  
**Sent:** Tue 9/15/2009 1:45 PM  
**To:** KRM Online  
**Subject:** Comment Regarding KRM Study  
Hi,

I am wondering if the rail plan will accommodate higher speed trains. The proposed use of existing rail tracks with an estimated speed of 58 mph seems to be a limiting factor when considering the potential for high speed trains that may be coming from Chicago.

I am all for rail since I have used it in New York, Boston, Chicago and all over Europe. I feel we are heading in the right direction and just need to access the best use now and for the future.

Kind regards,

Christine Seidl  
VELOCITY Integration, Inc.  
1620 S. Ashland Ave. Ste 106  
Green Bay, WI 54304  
(920) 432-1820

To put the world right in order, we must first put the nation in order;  
to put the nation in order, we must first put the family in order;  
to put the family in order, we must first cultivate our personal life;  
we must first set our hearts right. ~ Confucius

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**From:** Barry Stuart  
**Sent:** Tue 9/15/2009 2:24 PM  
**To:** KRM Online  
**Subject:** Can't Show  
From what I've seen, any connection between the KRM rail line and the Lake Express high-speed ferry has been omitted. I was hoping to see a shuttle bus from the Milwaukee South Side Station to the Lake Express terminal. This would generate ridership for both the KRM and the Lake Express.

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**Submitted:** 9/15/2009 8:25:30 PM  
**Name:** Patricia Hanson  
**E-mail:**  
**PO Box/Street:** 3030 Chatham St  
**City:** Racine  
**State:** WI  
**Zip:** 53402

**Comments:** The fact that lawmakers are even considering this proposal is alarming and even more troubling is the money already wasted on the planning. Racine is facing a time of financial crisis, and new forms of transportation will do nothing to change that. We currently have an under used rail system available to residents and our bus system is far more essential and in need of funding far and above the necessity of this folly. In times of financial hardship, families are forced to take care of their needs and if there is money left over, they satisfy their wants. This rail system is a want, not a need, and Racine, as well as the Federal government, are not in positions to spend money on such a ridiculous idea. This rail system will not bring anyone to Racine, it will only help people to live elsewhere, making the city more barren. Further, Mayor Dickert's proposal to increase our sales tax is unbelievable. Retail business in Racine is dying more and more every day. Stores in neighboring municipalities are new and improved while ours are small and old. Regency Mall is losing tenants monthly and will soon be a ghost town if not closing all together. The loss of revenue to retailers will drive business out of Racine and ultimately not generate money, but cost the city money. Further, people in Racine simply cannot afford another new tax. The numbers he offers and the promises of reduced property taxes are just false hope to gain support for his and Governor Doyle's folly that is KRM. No relief will be realized and in fact, will ultimately cost the taxpayers more money when the City cannot pay the bills for this ridiculous train and is forced to support it financially. I cannot state strongly enough that this entire plan is a waste of money that Kenosha, Milwaukee and Racine residents do not need. End this now before more money is wasted. Sincerely, Patricia Hanson City of Racine Resident

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**From:** Mark K Shaffar  
**Sent:** Wed 9/16/2009 2:47 PM  
**To:** KRM Online  
**Subject:** comment  
Dear Ken Yunkar,

Philosophically I'm very supportive of the concept of KRM but I am concerned about the noise pollution. I've previously written to Rep. Paul Ryan and Mayors Keith Bosman and John Antaramian complaining about the trains blasting their horns while sitting idling as early as about 4 to 5 am. I've heard horns blowing 30-40 times an hour. That's right, a blast every couple of minutes or a series of blasts. I can't understand why they do this except perhaps to signal other workers in the vicinity. I can hear the trains idling so the blast isn't just coming from freight trains just passing the area.

After my complaints a letter was sent by Kenosha, with a cc to me, to the office in Chicago reminding them that Kenosha is designated as a quiet zone and a fine could be levied. I observed no change following the letter.

If you want to see for yourself, just have a tape recorder recording the sound from a municipal building window. Then ask one of the assistants to fast forward through the tapes and count the blasts over several hours in the early morning. I think you will be surprised.

I live about a mile from the train station and can't believe how the residents next door to the station can tolerate this pollution.

I will not accept the notion of this noise pollution worsening with KRM. If this doesn't get curbed, I will be compelled to right a VOP to Kenosha News. I speculate that other residents might give the issue some attention once raised. I prefer however that you address this issue yourself because I see the wisdom and benefit of KRM but I won't accept the potential of increased noise pollution.

Mark Shaffar  
6334 3rd Ave  
Kenosha

Mark Shaffar  
Divisional Vice President  
New Business Development and Licensing  
Global Medical Products  
Abbott Laboratories  
100 Abbott Park Rd, AP6B, d3MDB  
Abbott Park, IL 60064-6112

847 937 5802 (wk)  
847 936 1540 (fax)

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**From:** Tedi & Russ  
**Sent:** Wed 9/16/2009 8:11 PM  
**To:** KRM Online  
**Subject:** Support for KRM

We are residents in the Town of Yorkville and support the proposed KRM line. We were unable to attend the public input sessions but would like our support noted for the cause. We strongly believe in the need to develop the commuter rail between Milwaukee and Chicago. This is imperative for our future economic development in the southeast region of Wisconsin. Shying away from creating the funding is not an answer - even if it means paying more property tax. We will be remiss if we don't take advantage of this timely opportunity to develop our infrastructure to contribute toward long-term economic development.

Even as Town of Yorkville residents we can see the benefits and value a commuter rail will bring to our local economy. This is about investing in our future for the entire area - including western Racine County. We strongly urge support for KRM!

Russell Skewes & Tedi Winnett  
Town of Yorkville residents

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**From:** Jason Free  
**Sent:** Thu 9/17/2009 6:11 AM  
**To:** KRM Online  
**Subject:** KRM comment

Good morning. My name is Jason Free. I'm a local 911 dispatcher and full-time student at Carthage College. I'm writing to commit my full support to the KRM rail. Kenosha County and City have had plenty of poor investments that haven't been in their long-term interest, let alone the State of Wisconsin. With dwindling jobs staying in WI, we have nothing but an Interstate and Highway system to commute right now. Aside from the various analyses on the housing, job, and education market, I'd like to personally say that as an example I am going to be attending graduate school. Obviously the only graduate programs above the typical studies (MBA, etc.) are in Milwaukee, however, the commute tends to be harsh, especially in the winter. The KRM would open up a whole new connection to jobs and education for me, and put into consideration a valuable option for people like me who are considering moving to an area that's more connected and public-transportation friendly. The area between Chicago and Milwaukee is the most vital, yet disconnected area for suburban life and workforce. We need to invest in a long-term future for the state and area, even if that means a bit of taxmoney to support it. Positives outweigh the negatives and we need the KRM.

Jason Free

**From:** Brian Peters  
**Sent:** Thu 9/17/2009 8:33 AM  
**To:** KRM Online  
**Subject:** Comment Regarding KRM Study  
Hello;

I submitted some comments last night (9/16) regarding the KRM study yesterday, but now realize that I did not provide enough details. I discussed the need to look at the accessibility of people with mobility disabilities boarding trains, but I did not clarify that this could have an impact not only on the type of train selected, but also on the station design. In order to provide a timely process for boarding & disembarking trains, careful thought should be given to how people in wheelchairs and scooters would get on & off. With some current trains, such as AMTRAK, this means bulky lift equipment that takes some time to set up and use. However, in many urban areas, such as those that use subways and 'L' trains, access essentially is roll on/off.

Which will be used? How will this impact the design of stations along the way?

**Brian Peters**  
**Housing Policy Advocate**  
IndependenceFirst  
540 S 1st Street  
Milwaukee, WI 53204  
[brianind1@yahoo.com](mailto:brianind1@yahoo.com) (alternate e-mail)  
(866) 909-6917 Toll-Free via Video Relay Service  
(414) 937-5912  
414-291-7525 FAX

**From:** kitzmankitzz@aol.com  
**Sent:** Thu 9/17/2009 8:35 AM  
**To:** KRM Online  
**Subject:** comments

Hello, I live in Milwaukee close to the proposed KRM station on East Lincoln & East Bay and work in Kenosha close to the Somers station. I support the development of the KRM Commuter link as I would use it daily to commute to work.

Timothy Kitzman  
2206 S. 11th ST  
Milwaukee WI 53215

**Submitted:** 9/21/2009 11:25:13 PM

**Name:** Craig Holl  
**E-mail:**  
**City:** New Berlin  
**State:** WI

**Comments:** The KRM commuter rail needs to happen NOW. It would be a great alternative to I-94 during its reconstruction. The KRM is a great way to spur development in sustainable ways.

**From:** Kotten, Vern  
**Sent:** Tue 9/22/2009 1:50 PM  
**To:** KRM Online

**Subject:** Krm Commuter rail  
I was not able to attend the 9-15-9 hearing. I do not support the proposed commuter rail. I could only support commuter rail if the entire cost of the operation would come from the passengers who use the service. The commuter rail system is a costly government program that should not become a part of our community. Vern Kotten

**Submitted:** 9/23/2009 11:29:25 AM

**Name:** Arron Proptom  
**E-mail:**  
**City:** Racine  
**State:** WI  
**Zip:** 53406

**Comments:** Please don't let this project die, because of people who are not open minded enough to see the positive of the KRM. People like Robin Voss and Scott Walker are going to try to doom this project because they don't want it, and they have to pull to make things happen or in their case not happen. WE NEED THE KRM, please don't let it fail, because if it does I think its safe to say Southeastern Wisconsin has failed. We need to get funding secured ASAP and get this project moving, I know finding a funding source is a sticky subject but it needs to be ironed out and get this project off the ground. I really hope that Chicago lands the 2016 Olpymics because that will help making the KRM a reality.

**From:** Connolly, Mary  
**Sent:** Thu 9/24/2009 10:10 AM  
**To:** KRM Online  
**Subject:** Commuter Rail  
Hello,

I am emailing you in strong support of the KRM commuter rail. After commuting to both Milwaukee and Chicago for employment and to visit family members, I realize how viable and necessary alternative forms of transportation are for those in Southeast Wisconsin and the entire Midwest, not only for the economic development, but for personal growth and access to all this great region has to offer.

Mary Connolly  
4718 3 Mile Road  
Racine, WI 53406

**Mary Connolly**  
**Racine County Human Services Department**  
**Coordinator of Contract Monitoring and**  
**Evaluation**  
**262-638-6650**  
**262-638-7000 (FAX)**  
[mary.connolly@qoracine.org](mailto:mary.connolly@qoracine.org)

**From:** John Kelley Magee  
**Sent:** Thu 9/24/2009 7:49 PM  
**To:** KRM Online  
**Subject:** I like to change name  
I like to know that South Milwaukee should change to Bay View, so people who lived in that area.

**Submitted:** 9/29/2009 12:25:13 PM

**Name:** Mark Shaffar  
**E-mail:**  
**Organization:**  
**PO Box/Street:** 6334 3rd ave  
**City:** Kenosha  
**State:** WI  
**Zip:** 53143  
**Phone:**

**Comments:** I have an issue with noise pollution potential of KRM and have voiced my concern to Ken Yunker recently in an email to him. No response whatsoever was provided by Mr. Yunker. I previously (2yrs ago) wrote Paul Ryan and Keith Bosman about the issue. I disagree with the finding on page S17 in section S.5.10. I find their conclusion as faulty. "In summary, no noise sensitive land use was determined to exist inside the screening distances set forth in the criteria for either the TSM or Commuter Rail Alternative, and therefore no further noise analysis was needed." The issue is that the trains blast their horns while stationary dozens or hundreds of times an hour in the morning to signal others. This is NOT the warning signal given at crossings for trains in motion. There are many residences in condos who would be affected by the noise. I live a mile away and can hear it clearly. No action has been taken to attenuate the noise despite the fact that the area is designated as a "quiet zone". Regards, Mark Shaffar 262 657 8407 6334 3rd ave Kenosha, WI 53143

**Submitted:** 9/29/2009 7:28:35 PM

**Name:** Laura Sterling  
**E-mail:**  
**Organization:**  
**PO Box/Street:** 4302 Taft Road  
**City:** Kenosha  
**State:** WI  
**Zip:** 53142  
**Phone:**

**Comments:** I was unable to attend your public meeting in Kenosha, but I have reviewed the public materials that you made available on your website. I am adamantly opposed to the KRM project. I would like to address some of the statements from those materials. Commuter rail may be expected to attract nearly three times the ridership of bus, annually attracting 1.88 million trips vs. 0.66 million for bus. "May be expected"? We are supposed to spend astronomical amounts of money based on groundless guesses? Commuter rail will have 3.5 times more reduction on highway system traffic and traffic congestion. Again – this is simply conjecture and using inflated ridership numbers. Commuter rail will provide a far superior alternative mode of travel during IH 94 reconstruction. Interstate 94 construction, while stretched out over years, will merely be temporary. It is ridiculous to build an enormous transit system to relieve congestion on a temporary construction project. Commuter rail will have the potential to result in more efficient higher density land development around its stations and reduce urban sprawl. This is simply wishful thinking rather than fact. Look at the Metra in the greater Chicago area. There are many stations that have absolutely no development around them. In areas where there is development like Highland Park and Lake Forest, those are long established towns that the rail passed, not towns that sprung up around the rail. In general, the commuter rail in the greater Chicago area has done absolutely nothing to reduce urban sprawl. About 80 to 90 percent of capital and net operating and maintenance costs may be expected to be funded with Federal and State funds. Has anyone taken a look at the condition of the State of Wisconsin and Federal economies? What happens when the money is no longer there? Are our local taxes going to have to be raised to fund an economically unsustainable system? To provide a necessary and desirable alternative to the automobile in a heavily traveled corridor I object to your definition of "corridor." Practically speaking, the commuter rail will only be convenient for a small percentage of the population. To meet the travel needs – access to jobs, education, and other – of the significant portion of the population (15% of households) without an automobile 15% of the population without an automobile does not mean that these people do not have access to transportation that meet their needs. This is also a misleading statistic because it does not take into account the households that do not have an automobile by choice. 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. This statement simply flies in the face of human nature. Maybe the KRM would give a very small amount of people access to employment that they otherwise wouldn't have. Generally, when people get jobs and make money, their first major purchases are housing and an automobile. Quite likely these people will then use their automobile to get to work, not the KRM. What have we really achieved then? My additional objections are as follows: 1. Disproportionate representation on SERTA. If Kenosha will be taxed at the same rate as Milwaukee, we should have equal representation 2. In general, the imposition of SERTA – Milwaukee is the largest county in terms of population and transit use. My tax dollars in Kenosha should not be used to fund Milwaukee Co. buses. 3. I question the environmental impact, time and money saved by creating dedicated shuttles between destinations, the airport, Amtrak station. 4. Inconvenience of "meeting up" with the Metra system – means purchasing more tickets and time in transferring. 5. In general – we all know that this project is going to fail. There simply isn't demand from riders for public transportation between Kenosha, Racine and Milwaukee. The population it serves simply doesn't justify the expense. Officials are not taking into account human nature – commuter rail is in general an inconvenient system. A person has to drive (or find alternate transportation) to the train station. Be there at a particular time to catch the train and then obtain transportation at their destination. It is much easier to hop in your car and go directly where you want to go at the time you want to go. Human beings are going to take the simplest, easiest route possible. And that is not commuter rail. I would rather we focus on a flexible transportation system like busses that can pick people up and take them where they want to go and can be changed as population centers grow and change. The train has no such flexibility. I am hoping that the public officials will have enough sense to face reality before imposing yet another tax on us. Thank you, Laura W. Sterling 4302 Taft Road Kenosha, WI 53142

Submitted: 9/30/2009 8:38:41 AM

Name: Joan Sliker

E-mail:

Organization:

PO Box/Street:

City: Milwaukee

State: WI

Zip: 53207

Phone:

Comments: The Milwaukee metro area is so far behind other areas of the country and the world in updating our public transportation and taking advantage of our close proximity to Chicago. The economic and educational impact of making our city more accessible is enormous. I just met someone from Chicago who was using Mitchell Airport over any choices in Chicago. This is the kind of interconnection we need.

From: James Adamson

Sent: Fri 10/2/2009 10:18 AM

To: KRM Online

Subject: KRM commuter train

To SEWRPC:

The proposed commuter train will not serve me while the current bus is fine. I go to UWM and the bus takes me there from Kenosha without changing buses. The train would not go to UWM and I would have to take a city bus from the Milwaukee train terminal to UWM. I'll never do that so I will drive instead and add another car to I-94. My wife and I always take the bus from Kenosha to the Mitchell Airport when we travel and the bus drops us off right at the terminal. I don't know how the train would get us there, but it would probably involve having to take some sort of shuttle bus. The bus driver loads and unloads our luggage right at the curb. We would probably have to lug our luggage ourselves on and off the train.

The bus also picks up and drops off passengers all along the route. A typical ride will see passengers getting on and off at 22nd avenue, St Catherine's Commons, Carthage, and the Blue Bird Motel on 32 as well as the bus transit station and the train station in Kenosha. In Racine it's 21st & 14th Streets, Harmony Dr. and 4 mile Rd. The train will not provide this service. The buses are modern and have overhead lamps for reading at night, which I do.

Claiming that the commuter train will help workers get to Chicago is not really valid since AMTRAK provides faster service already from Milwaukee with a stop in Sturtevant. Using METRA with the proposed commuter train would involve changing trains in Kenosha since METRA tracks end in Kenosha and the commuter train would be on different tracks.

The bus is subsidized I believe, but it is very inexpensive compared to the proposed millions for the train. Even though a lot of it would be federal and state money, it is still taxpayer money. It is not free! And the bus would still be needed! The train might be politically correct but like most politically correct things, it doesn't make sense. Please respond. Thanks,

James Adamson

From: Joyce Tang Boyland

Sent: Fri 10/2/2009 4:26 PM

To: KRM Online

Subject: KRM feedback

I was unable to attend the KRM hearing at the Downtown Transit Center.

Here are my comments:

1) The plans look great!

2) Having talked with several friends who commute between Kenosha and Milwaukee, they all independently volunteered to me that they would ride it if and only if there are good and frequent local transit connections on each side. Any missing link is going to severely diminish ridership. We want KRM to be successful -- so please, make sure the local transit situation in each of the three counties is healthy.

Joyce Tang Boyland

Submitted: 10/3/2009 6:45:02 PM

Name: John Kelley Magee

E-mail:

Organization: Transit Now & Kenrail

PO Box/Street: 719 Villa Street Apt. #212

City: Racine

State: WI

Zip: 53403

Phone:

Comments: I'm really like to stop at Ravenswood, that is just northern section of Chicago. so people can get off, and get on the trains. Bayview, that is must change a name from South Side Milwaukee station, to Bayview. that is just closet to Port of Milwaukee. and people who lived in the Bayview area.

From: Iola

Sent: Sun 10/4/2009 11:21 AM

To: KRM Online

Subject: Comment Regarding KRM Study

Hi!

My name is Sue Markko and I live in Kenosha- I use the metra every day to commute to work in downtown Chicago; I would love to see the KRM line become a reality! I hear so many comments from my Chicago colleagues about their interest in coming to Kenosha and Milwaukee but for one, the Kenosha line currently offers very poor schedules and not very many trains; there is also no continuation into Milwaukee...this is heard time and again from people who hear about my home on the lake and feel it might be a good place to transfer (to live) but the current schedule makes them hesitate- these are often younger families who need to make the most of their time.

I hope to see more progress made on the KRM line and soon- we need it and it will definitely boost commerce and housing opportunities for Kenosha, Racine, and Milwaukee! You have my support!

Sue Markko

Federal Grants Specialist/ Kenosha Resident

From: Sarah Billings

Sent: Mon 10/5/2009 8:33 AM

To: KRM Online

Subject: Comment Regarding KRM Study

I am writing to encourage the members of the Southeastern Wisconsin Regional Planning Commission to PLEASE take a step back from the idea of a rail line between Kenosha and Milwaukee and consider the following:

1. Most importantly, a rail line is completely inflexible. Trains can only run where the rails are. Americans have put the majority of their effort and money into building a system of interconnecting roads, and buses are able to use those existing roads. Changing a bus route in response to customer demand is a simple thing. The same change is expensive and time-consuming for a rail-based service.
2. The inflexibility of the train is also a problem when it comes to where the stations are located in relationship to where the jobs might be. Our economy, and the employers that underlie it, is not static. What if a large employer were to move into the western portion of any of the counties involved? Those employees would be unable to use the proposed KRM line.
3. Where is the greatest residential population growth in the counties in question? My guess is that it's west, but you have the ability to know this with certainty. If the growth isn't along the rail line, does this even make sense?
4. PLEASE take a real survey of the citizens of the proposed service area to find out exactly how many people would actually use this line. I live in Kenosha and work in Brookfield; my husband works in Chicago. Because of traffic and parking issues, it makes sense for him to use the Metra. It makes absolutely no sense for me to even consider using this proposed public transportation. I can drive to work from home in about 50 minutes. To use the rail line proposed, it would take me about 15 minutes to drive to the train station in Kenosha. From there, according to your report, it would take 53 minutes to get to the Milwaukee station. At that point I would walk about 7 minutes to get on a bus which would take 48 minutes to get me to the bus stop nearest to my office, according to the MCTS website. That's more than double my current commute time, assumes I can connect with the bus immediately upon arrival at the bus stop, and leaves me with little flexibility as to my commute schedule. This is reality!
5. The state of Wisconsin, local governments and individuals and families simply cannot afford the massive expenditure required. I'm completely serious when I suggest that buying a clunker and gasoline gift cards for each of those who might be able to use the proposed rail system would be cheaper than building the rails and stations and buying the trains. (Let I be misunderstood, I am NOT suggesting this is a good idea!)

There are plenty of other reasons not to proceed with this project, but your time and mine are limited. Please contact me if I can be of any assistance to you.

Thank you.

Sarah Billings

From: Kamenar, Carol

Sent: Mon 10/5/2009 10:38 AM

To: KRM Online

Subject: Support of KRM

My interest is personal and professional.

I feel the KRM will save me money and time over driving to downtown Chicago.

My professional interest is in the fact that as the Physician Recruiter for Wheaton Franciscan - All Saints - we hire physicians who have spouses and children that need to travel to the metropolitan area of Chicago. The Amtrak is very expensive. The KRM will be a nice alternative as long as the cost is comparative to the Metra that runs from Kenosha.

Carol Kamenar

Sr. Recruiter - Physician Recruitment

Wheaton Franciscan Medical Group

3803 Spring Street

Racine, Wisconsin 53405

262.687.6420 Phone

262.687.5362 Fax

Carol.Kamenar@wfhc.org

From: Tom Arden

Sent: Mon 10/5/2009 3:15 PM

To: KRM Online

Subject: KRM Commuter Rail

Dear Sir/Ms.:

We very much support KRM Commuter Rail to link Kenosha-Racine-Milwaukee to Chicago and provide obvious access for those in Illinois to the a fore mentioned cities in Wisconsin.

KRM Rail makes sense in that an existing right of way already exists with very little in the way of infrastructure improvement needed to implement passenger train service linking the communities along Lake Michigan in SE Wisconsin and the North Shore communities in Illinois.

KRM Rail will provide access to jobs to thousands for people who currently don't have access to an automobile and create thousands of jobs within a mile or two of the line. KRM would also offer an alternative to driving for people who have jobs but no other alternative but to drive to work. This would greatly improve the economy of SE Wisconsin in the long run.

With the economy of SE Wisconsin and specifically Milwaukee increasingly linked to the economy of the Chicago area, it make real sense to implement the rail service and social benefit of KRM Rail will provide as soon as possible. We want to go on record as strong supporters of KRM Rail.

Thank you!

Tom and Altha Arden  
805 Milwaukee Avenue  
South Milwaukee, WI 53122

---

**From:** John Kelley Magee  
**Sent:** Monday, October 05, 2009 7:41 PM  
**To:** Hiebert, Christopher T. <CHIEBERT@SEWRPC.org>  
**Subject:** KRM's Commuter Trains.  
I'm John Kelley Magee, I'm in favor for getting an SERTA services rolling. aw! I would like to ask that is there be weekends service like 4 or 6 trains to Chicago, from Racine? how about stop at Ravenswood, to get off, and on. just north of downtown Chicago.  
and is there be running later in the evening hours? let see how would be done.

---

**From:** Diane Lange  
**Sent:** Mon 10/5/2009 9:07 PM  
**To:** KRM Online  
**Subject:** Support for KRM  
Greetings,

I am writing to add my support to the numerous parties that have already weighed in on this issue in favor of advancing the KRM project. I have been a supporter of this plan since first attending an informational session at Gateway Technical College many years ago. It makes sense on so many levels and the information presented to the Racine County Board over the past years has only increased the support I have.  
It is truly one of the most important projects I have seen come before our county in the fourteen years I have served. Whatever can be done to advance this project will be important steps for ensuring our economic vitality for generations to come.

Sincerely,

Supervisor Diane M. Lange  
District 3, Racine County Board  
2908 Ruby Ave.  
Racine, WI 53402



Appendix A-4

WRITTEN COMMENTS SUBMITTED AT PUBLIC HEARINGS

#146935 v1 - KRM EIS Public Hearing Comment Form

WRITTEN COMMENT  
PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Michael Dillen

Affiliation: \_\_\_\_\_

Mailing Address: 4901 Byrd Ave  
Kenosha WI 53146

Comment:  
I wish there would be more  
Belle Urban System to make the systems  
work together

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 Fax: 262-547-1103  
E-mail: KRMonline.org  
Website: www.KRMonline.org

#146935 v1 - KRM EIS Public Hearing Comment Form

WRITTEN COMMENT  
PUBLIC HEARING

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THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Curt Pruitt

Affiliation: REGENCY MALL - RAONE

Mailing Address: 5508 DURAND AVE  
RACINE, WI 53406

Comment:  
S.E. WISCONSIN NEEDS KRM!!! OUR CHILDREN  
AND GRANDCHILDREN WILL BENEFIT FROM A BETTER  
LIFESTYLE AND ENVIRONMENT.  
OUR LOCAL BUSINESSES WILL BENEFIT NOW FROM  
AREA GROWTH AND DESIRABILITY.  
ROBIN VOS NEEDS MORE EDUCATION, MORE FORE-  
SIGHT AND MORE TRAVEL IN DEVELOPED COUNTRIES  
WITH GOOD RAIL TRANSIT. HE IS ALLOWING  
HIMSELF TO BE MANIPULATED BY CLOSED-  
MINDED FEAR MONGERS.  
ROBIN - WHY AREN'T YOU REPRESENTING ME?

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: MARK M GIESE

Affiliation: NONE

Mailing Address: 1520 BLYN MAN AVE  
RACINE WI 53403

Comment:  
I FULLY SUPPORT KRM RAIL.  
IT WOULD SEEM A NET BENEFIT ACCRUES  
TO THE ENVIRONMENT IN REDUCING  
AUTO DEPENDENCE.  
I WANT TO USE KRM.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Morris S. Boece

Affiliation: City of Racine / Fair Housley

Mailing Address: 800 Cent St. #114  
Racine, WI 53403

Comment:  
I support the endeavor and would hope we  
can get the message out of the long range  
importance and, I believe, the positive  
impact on all connecting communities.  
We need this to happen!!

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Raymond J. DeAlgh  
Affiliation: Alderman 7th district city of Racine  
Mailing Address: 3706 Duane Ave  
Racine WI  
53404

Comment: KRM needed for growth of our  
city, to help our elderly because of the  
potential for retesting drivers over age  
of 70. Access to jobs & other city without  
the need for auto travel.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Carl Bassiter  
Affiliation: Private Citizen  
Mailing Address: 2100 Kearney Avenue  
Racine, WI 53403

Comment: Much needed in the 21st Century. It  
reduce traffic jams in the southeast  
Wisconsin corridor (I-94) and will  
promote conservation by reducing pollution  
and conserving gasoline.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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WRITTEN COMMENT  
PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Sharon Burns  
Affiliation: \_\_\_\_\_  
Mailing Address: 5915 Finch Lane  
Racine WI 53402

Comment: Support KRM and am in favor of increased  
sales tax to allow means of temporary support  
to make this happen - rather rather than  
sales  
Agree that the economic base of  
having a system that operates fairly  
personally placed etc will be enormous  
source the better

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: RON BURNS  
Affiliation: CITIZEN  
Mailing Address: 5915 FINCH LANE  
RACINE WI 53402

Comment: - ABSOLUTELY IN FAVOR OF COMMUTER RAIL -  
I WOULD USE IT DAILY TO COMMUTE TO MILWAUKEE  
& USE TO TRAVEL TO CHICAGO REGULARLY TO  
VISIT.  
- IN FAVOR OF \$0.05 SALES TAX INCREASE TO  
SUPPORT PUBLIC TRANSPORTATION, TRAIN BUS  
& SHUTTLE SERVICES  
- PLEASE EXPEDITE - 6 YEARS IS WAY TO  
LONG TO WAIT !!  
- BELIEVE IT WILL HELP THE ENVIRONMENT AND  
SUPPORTS IT & HIGH SPEED RAIL ALSO

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Thomas Anjar  
Affiliation: \_\_\_\_\_  
Mailing Address: 609 7th St.  
Racine WI 53403

Comment:  
I WANT KRM ASAP.  
I CANNOT DRIVE any more so I need  
mass transportation to visit relatives  
OR experience the beauties of another  
community.  
Please return commuter rail for  
us to use. Too long without.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: MERCEDES DEWIDZELTA  
Affiliation: \_\_\_\_\_  
Mailing Address: 609 7th St.  
Racine WI 53403

Comment:  
Again I say "Always show/tell percentage of road  
support from local/state/federal govrnt-hence  
Taxes, vs fees (LIC-gas tax-etc). To show  
how roads are not paid for by fees.  
The aging population, and the new youth need away to  
move about, since cars are not an option.  
I miss the North Shore and INTERURBAN-Bring them  
back before I die. 1st mention was 30 years ago.  
Roads are paving our country without any benefit  
to us or the planet.  
"I" FAVOR KRM and more rail extensions.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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STOP THE Delays of over analyzing what is  
Known - Build Rail now.

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September 14, 2009  
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901 Pershing Drive  
Racine, Wisconsin

Name: Steve Trivison  
Affiliation: \_\_\_\_\_  
Mailing Address: 2244 Gave Ave  
Racine WI  
53405

Comment:  
Clearly, KRM impacts the environment favorably  
by reducing car usage and incorporating better  
land usage. Yet, despite these changes, the  
community @ large is better served,  
jobs will be created, lives will be positively  
affected. My children will know the  
train as an option I did not know and  
it will become incorporated in their lives. It won't  
be forced. By making that happen, their first  
thought will be train, not car. I am a  
huge supporter of this project, and recommend  
approval without hesitation

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Tom Eeg  
Affiliation: City of Racine - OPW  
Mailing Address: 730 Washington Ave  
Racine, WI 53403

Comment:  
I see no negative issues relating to this service.  
I believe it improves our travel potential and service  
provision to all areas within the Commuter Rail  
area.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Thomas Friedel  
Affiliation: City of Racine  
Mailing Address: 730 Washington Ave  
Racine, WI 53403

Comment:  
This is the last best chance to improve the economy  
and environment in the Milwaukee - Chicago corridor.  
We need the jobs and development that this will bring.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Mary Lofly  
Affiliation: citizen  
Mailing Address: 1525 Richmond Dr  
Racine  
53406

Comment:  
Commuter rail is necessary for a  
growing economy.  
Twenty five years ago the trains came  
to Wash DC. Jobs were created;  
businesses grew; neighborhoods improved;  
quality of life improved because access  
to downtown was enhanced.  
My home increased \$15000 in value  
the weekend the "Cheneby Station" opened.  
We all support state, county & local roads  
through local taxes; many people do not  
have cars & still pay those taxes. All will  
benefit from commuter rail - All should  
pay.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: JOHN SIEGERT  
Affiliation: CITIZEN  
Mailing Address: 1224 MAIN STREET  
RACINE, WI 53403

Comment:  
I fully support implementation of KRM  
commuter rail. I believe the benefits to our  
community far outweigh the costs. I believe  
KRM will attract residents & business. I  
believe we should have viable alternatives  
to the car. I believe we should strengthen  
our links to Chicago & Milwaukee.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Nicola Aiello  
Affiliation: West Sixth St. Assc. Community for Change  
Mailing Address: 1528 W 6th St.  
Racine, WI 53404

Comment:  
I look forward to KRM coming to Racine. We need  
commuter rail now! This and the bus system should be  
funded by a sales tax. We need to work to gether as  
a region to improve mass transit. Our state senator &  
assemblymen should show some leadership and get this  
done. A sales tax is the only stable source of funding  
for mass transit.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: ALEX TREVIÑO, Jr  
Affiliation: West 6<sup>th</sup> SE. ASSE.  
Mailing Address: 1528 W. 6<sup>th</sup> STREET  
RACINE, WI 53404

Comment:  
I support KRM. WE NEED A SALES TAX TO FUND  
THIS & THE BUS SYSTEM.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Debra Brecht Bill  
Affiliation: NA  
Mailing Address: 2000 Washington Ave #308  
RACINE, WISCONSIN  
53403

Comment:  
I think we need the KRM. It will help lower the  
unemployment in the cities and help get people to visit our  
city. It also will help lower pollution & be cheaper to travel.  
It also will create jobs to run areas in depot.  
& construction of new depots. I am told it will cost 0.05 Bn/\$  
in taxes, that is a lousy nickel, I worth it!!!

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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WRITTEN COMMENT  
PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Anne Calder  
Affiliation: former resident  
Mailing Address: 2955 N Oregon St #1  
Chandler, AZ 85225

Comment:  
I'm a former resident of WI and know the  
need for light rail / transportation. I grew  
up in Boston - my family didn't have a car  
because we could travel the city on  
the "T" I now live in AZ where we now  
have light rail. Last week I took it to  
a downtown ball game. It was so crowded  
I had to stand for 40 minutes. This  
after 20 years of fighting to have it  
installed.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
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Phone: 262-547-6721 Fax: 262-547-1103  
E-mail: KRMonline.org  
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WRITTEN COMMENT  
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DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR  
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Glenda Alexander  
Affiliation: Racine County resident § C 4C  
Mailing Address: 4805 Kingdom Ct  
Racine WI 53402

Comment:  
I strongly support KRM & high speed  
trains. Having lived in the San Fran  
Bay Area for many years I commuted  
from my home in Fremont to the financial  
district for twelve years on BART.  
It is economical, reliable, good for the environ-  
ment and faster than sitting in traffic.  
I have also traveled to Europe and UK  
and found their rail systems ~~that~~ effective,  
fast & comfortable. Anyone who has  
never lived where commuter high speed  
rail is available has no idea what  
a positive this is for our community.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Mary Totero  
Affiliation: Racine County (Village of Caladonia)  
Mailing Address: 4409 Patzke Rd  
Racine 53405

Comment:  
Move Southeastern Wisconsin  
forward with the KRM. It brings  
more jobs, more visitors,  
more modernation, more  
clean air, more convenience,  
more unity. How can  
those positives be anything  
but right!  
It's simple - make the KRM  
a reality for all of  
SE Wisconsin.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Nancy Jannon  
Affiliation: owner of Racine landlord  
Mailing Address: 1129 Park Ave  
Park Ave Racine 53403

Comment:  
I heartily support the KRM  
project. It will help reverse the  
turn ~~to~~ without negative ~~economic~~  
ecological impact.  
I have lived in Taipei Taiwan & Singapore  
& appreciated their efficient rail services  
first hand.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Joyce Feribaugh  
Affiliation: None  
Mailing Address: 6840 Northwestern Ave.  
Racine WI 53406

Comment:  
I am a retired school teacher with limited  
income, however I am strongly in  
favor of the KRM even if it means an  
increase in my taxes. It only makes  
sense for us to put our taxes into  
public transportation which would help the  
economies of all the communities involved.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Rob Ganna  
Affiliation: Social Services Committee of + RACINE RESIDENT  
OLYMPIA BRAWN LUTHERAN CHURCH RACINE LANDLORD.  
Mailing Address: 1129 Park Ave  
RACINE WISC 53403

Comment:  
I believe the commuter extension from Racine to Milwaukee is  
a great idea. It would benefit us in so many ways. It  
would help bring jobs to Racine area & would also bring  
consumers and shoppers to the downtown area from all over the  
area. It could help reduce the further expansion of auto  
traffic on the interstate which is so much more polluting.  
It would connect us to Chicago metro area and Milwaukee  
which can insure Racine's growth rather than being by-passed.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: John Kelley Magee  
Affiliation: \_\_\_\_\_  
Mailing Address: 719 Villa St. APT.#212  
Racine, WI. 53403

Comment:  
HOW LONG DO I HAVE TO WAIT TO TRANSFER FROM KRM'S TRAIN, TO RTA'S TRAIN IN EITHER KENOSHA OR WAUKESHA SATURDAYS AND SUNDAYS SERVICES IN KENOSHA ARE NO SERVICES BETWEEN 8:45 AM TO 6:50 PM, TO TRANSFER FROM KRM TO RTA TRAINS, THAT MEANS IF I GET OFF A KRM'S TRAIN, THEN I HAVE TO WAIT FOR RTA'S TRAIN TO GLENCOE, HOW LONG DO I HAVE TO WAIT?

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: John Kelley Magee  
Affiliation: \_\_\_\_\_  
Mailing Address: 719 Villa St. APT.#212  
Racine, WI. 53403

Comment:  
ONE NAME OF A STATION IS SOUTH SIDE, INSTEAD OF MILWAUKEE SOUTH SIDE, I LIKE TO CALL IT "BAY VIEW" THAT IS WHERE PEOPLE WHO LIVED IN BAY VIEW AREA, NEAR PORT OF MILWAUKEE. IN CHICAGO AREA, I WOULD LIKE TO STOP "RAVENSWOODS" SO I, & MANY PEOPLE LIKE TO GET OFF, AND GET ON THE TRAINS, PEOPLE CAME FROM UPTOWN, AND ALONG LAWANCE STREET IN NEAR NORTH SIDE OF CHICAGO. LAST TRAIN IN MILWAUKEE LEAVE AROUND 10:30 OR 11:00 PM. LAST TRAIN IN CHICAGO LEAVE AROUND 11:30 OR 12:00 MIDDNIGHT INCLUDE SATURDAYS AND SUNDAYS.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Laura Knudson  
Affiliation: Instructor  
Mailing Address: 315 Augusta St.  
Racine, WI 53403

Comment:  
I think we desperately need to add commuter rail to link Southeast Wisconsin <sup>communities and to</sup> ~~and~~ to connect it to opportunities in Chicago and eventually to Madison and Minnesota. Our community deserves this.

I think this is necessary to reduce air pollution and to improve transit times. It is also important to help people without transportation and those like myself who cannot drive on the busy interstate highways. Congestion is horrible now.

I lived in Europe for 3 years and I delighted in being able to work in different ~~parts~~ parts of a large city with rail travel. I think we need to take our infrastructure into the 21<sup>st</sup> Century. We cannot rely

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only on the automobile.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: Laura Knudson (Cont)  
Affiliation: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_

Comment:  
I believe a good way to fund this is through a regional sales tax so as not to impact property taxes.

This commuter rail will also make it more attractive to the companies who are locally here to attract good workers who may need to live in Chicago or Milwaukee. Conversely, people may want to live in laid back Racine and work in the larger towns. Why can't we look to the future of our area? We could attract more people to our beautiful beach fronts and to our neighborhoods.

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September 14, 2009  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, Wisconsin

Name: CAROLINE A. GRACE

Affiliation: RETIRED

Mailing Address: 4854 WILDLIFE DR  
RACINE, WI 53403

Comment: PLEASE SEE ATTACHED  
COMMENTS

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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September 14, 2009

My name is:  
Caroline A. Grace  
4854 Wildlife Drive  
Racine, WI 53403  
Village: Mt. Pleasant, WI

I am a lifetime supporter of public transit in all forms. I grew up in a city in the nineteen forties and fifties. There were seven people in our family. My Dad could not afford to own a car. All of us relied on the streetcars to get us to school and to work. The availability of the Pittsburgh transit system enabled us to get an education and to become productive, tax paying members of our communities.

My husband and I moved to Racine County from Michigan in the spring of 2005. We retired to this area because we had three adult children living in cities in the central time zone. One of the major reasons we settled in Mt. Pleasant was the existence of the Metra Service between Kenosha and Chicago. I use the train once a week to travel to Rogers Park to baby sit my grandchildren.

I can't think of one negative point of riding the Metra. At my age I would much rather let someone else do the driving than jockey for position on Interstate 94. It is especially gratifying to watch the traffic creeping along on snowy winter days while I am reading the newspaper. All trains I have ridden have been on time. I could not duplicate that record if I had been driving Interstate 94 during rush hour. Rider ship increased dramatically as the gas prices increased in the summer of 2008.

I implore the political leaders of Wisconsin to be people with a VISION for the future! Throughout the United States, communities are planning and implementing rail initiatives. In 2008, \$30,000,000 was awarded by the Federal Department of Transportation to fifteen states. The Passenger Rail Working Group has been studying all facets of the proposed Intercity Passenger Rail Network. When the Midwest Regional high speed rail portion becomes a reality, the KRM proposal would be a relevant connector to a nine state area from Ohio to Nebraska. The benefits to employers, workers, tourism, environment and growth to our region would be enormous.

My husband and I would gladly pay a 25 cents sales tax on a hundred dollar purchase to create a permanent funding source for the Regional Transit Authority. One quarter will buy you just 15 minutes of parking a car in downtown Racine! Billions of federal tax dollars are spent on the highways of the United States. We don't begrudge our tax dollars that pay for the building of roads on which we will never drive. Everyone benefits when all people have the transportation to get to schools, jobs, entertainment and vacations.

I believe in the economic benefit to the region. Unemployment is now at 17% in Racine. Connecting employees to jobs and job training will help to lower that rate. Much has been done to revive downtown Racine in the past ten years. Please keep this development moving forward by insuring the realization of the KRM rail project.



*I am not in favor of this K.R.M. It is too expensive to build when there is already 5 roads all going to Chicago plus the dm trac going to the same place. How do they expect us to pay for this when Doyle is increasing taxes on all business driving them out of State. Wisconsin all the seniors cannot pay for the Rental car proposal all the Co. have to do to get around it is to buy a couple cars for the Sales people to use.  
as one said it was going to cost \$5.00 each way to ride the KRM that is \$50.00 a week.  
Politicians can twist nos. to make them seem good but are not.*



Who is going to be dumb enough for that.

also there is 2 foreign car to bring out hybrid cars getting 230 MPG and GM is going to have one around 100 M.P.G.

Who is going to spend \$150.00 weekly for the KRM even when they get where they are going they still have to have transp. to get to their business places. This is NOT a good deal for anyone.

If Racine Business want out of state help. why dont they hire the unemployed right here

WRITTEN COMMENT

PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 15, 2009  
Kenosha Reuther High School  
913 57th Street  
Kenosha, Wisconsin

Name: Michele Stanic

Affiliation: -

Mailing Address: 4802 29th Avenue  
Kenosha WI 53140

Comment:  
I believe this is a great project for the area. It will not only ease my personal commute to downtown Milwaukee, it will be a great way to generate economic growth for all areas involved. There is a commuter aspect and a tourism aspect and I definitely believe the benefits will out weigh the costs. Things are tight w/ jobs now however when the project finally takes off we will have a solid plan in place for the future.

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WRITTEN COMMENT

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September 15, 2009  
Kenosha Reuther High School  
913 57th Street  
Kenosha, Wisconsin

Name: Cathy Henry

Affiliation: Seniors Club

Mailing Address: \_\_\_\_\_  
\_\_\_\_\_

Comment:  
The railroad tracks are in place so why not use them more. People are more prone to travel by rail than bus. Because high schools graduate thousands of students every year they all want or have cars & seniors are driving longer & don't give up their cars/don't give up a guidelock! We can't have concrete roads everywhere. We need land to grow food & for water & wildlife. The freeways will be used.  
People are spoiled with autos & autos mean more than just transportation. There is a stigma with taking the bus unless it is downtown Chicago. The funding to feed someone since we depend on transportation to bring it to the stores.

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September 16, 2009  
Milwaukee County Downtown Transit Center  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name: Jim McMillan

Affiliation: \_\_\_\_\_

Mailing Address: 709 E Jean Ave #305  
Milwaukee WI 53202

Comment:  
I believe proposed trips should be increased from 14 per day to minimize positive environmental impact from reduce automobile trips. Additionally future bus users should include more employment oriented users & each station, including some industrial developments. Also a connection to the Stewart Avenue station should be investigated to allow greater access between Milwaukee & Chicago and other local stations.

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THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

September 16, 2009  
Milwaukee County Downtown Transit Center  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name: Scott Lusk

Affiliation: \_\_\_\_\_

Mailing Address: 4128 S Regal Ave #17  
New Berlin, WI 53151

Comment:  
I feel that if something like this would be implemented, it should  
need the approval of Kenosha, Racine, & Milwaukee. They  
will be affected by paying higher taxes (unilateral & federal-state  
funds would also be paid by us eventually. That is our money too.

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September 16, 2009  
Milwaukee County Downtown Transit Center  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name: Don Casanova

Affiliation: Resident and City of Milwaukee Employee

Mailing Address: 2515 N Frederic Ave  
Milwaukee, WI 53211

Comment:  
I am very supportive of the KRM Commuter Rail Project.

However, there also needs to be a local circulator to move people from the Milwaukee Intermodal Station to the rest of downtown. The proposed Milwaukee Streetcar would be a great way to bring more ridership to the KRM and increase transit ridership overall in SE Wisconsin.

The KRM, combined w/ local circulators will have the greatest positive impact on the environment, by working together to reduce private automobile use.

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September 16, 2009  
Milwaukee County Downtown Transit Center  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name: MICHAEL J. MAIERLE

Affiliation: MILW. DEPT. OF CITY DEVELOPMENT

Mailing Address: 809 N. BROADWAY  
MILWAUKEE, WI  
53202

Comment:  
A SOUTH SIDE MILWAUKEE STATION IS A CRITICAL ELEMENT OF THIS VERY WORTHWHILE PROJECT. BOTH THE NEAR SOUTH SIDE PLAN AND THE SOUTHWEST SIDE AREA PLAN, ELEMENTS OF THE CITY'S COMPREHENSIVE PLAN, SUPPORT A SOUTH SIDE STATION. THE NEAR SOUTH SIDE HAS A POPULATION OF 83,000 AND SOUTHWEST SIDE HAS OVER 50,000 PERSONS. THE NEAR SOUTH SIDE WOULD BE THE 4TH LARGEST CITY IN WISCONSIN AND DESERVES A STATION WHICH WOULD NOT REQUIRE BACK TRACKING TO DOWNTOWN.

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September 16, 2009  
Milwaukee County Downtown Transit Center  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name: GREGORY PATRICK

Affiliation: DOWNTOWN RESIDENT

Mailing Address: 1009 N JACKSON ST #606  
MILWAUKEE, WI 53202

Comment:  
I LIVE IN DOWNTOWN MILWAUKEE AND HAVE SO FOR THE PAST 20 YEARS. THE ADDITION OF A COMMUTER RAIL LINK WOULD BE A GREAT IMPROVEMENT FOR PEOPLE SUCH AS ME. GIVEN THE LOCATION OF THE MILWAUKEE INTERMODAL TRAIN STATION, LOCAL CONNECTIVITY WOULD LIKELY BE THE KEY FACTOR AS TO WHETHER I WOULD USE THE RAIL SERVICE. THE NECESSITY TO DRIVE OR TAKE A TAXI TO THE STATION DIMINISHES THE POTENTIAL GREATLY. A LOCAL CONNECTOR IS AN ESSENTIAL COMPONENT.

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September 16, 2009 Milwaukee County Downtown Transit Center 909 E. Michigan Street Milwaukee, Wisconsin

Name: Margaret Bouck Affiliation: Resident Mailing Address: 25th S. Clement Ave Mtl. WI 53207

Comment: 6 or 7 years? Can we speed this up? I feel this is long over due. Please get this done. It makes sense.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

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WRITTEN COMMENT

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September 16, 2009 Milwaukee County Downtown Transit Center 909 E. Michigan Street Milwaukee, Wisconsin

Name: Tom Rave Affiliation: The Gateway to Milwaukee Mailing Address: 861 W Layton Av Milwaukee, WI 53221

Comment: Having a commuter rail line extend west from Greater Chicago to Greater Milwaukee is a critical factor for efficient economic development and the ability for the whole area to be an attractive location for businesses, which provide jobs, which ultimately lead to taxes that then help the area be a good place to live. Filled rail will ultimately cause development around it and bring its own set of jobs. Not having a regional transit network, which should include the KRM, will lead to Southeast Wisconsin falling further behind as an attractive area for capital + businesses, and then jobs. It is needed with its own dedicated funding source - sales taxes, along with a reduction in property taxes. This is a long-term investment that will provide sound-based returns for people in Southeast Wisconsin.

Add sheets as needed and place in the comment box or give to a SEWRPC staff member. Additional comments will be accepted through October 5, 2009, and can be sent to the SEWRPC offices.

Southeastern Wisconsin Regional Planning Commission W239 N1812 Rockwood Drive P.O. Box 1607 Waukesha, Wisconsin 53187-1607 Phone: 262-547-6721 Fax: 262-547-1103 E-mail: KRMonline.org Website: www.KRMonline.org



ENVIRONMENTAL LAW & POLICY CENTER Protecting the Midwest's Environment and Natural Heritage www.ELPC.org

Statement on Kenosha-Racine-Milwaukee commuter rail Public Hearing on Kenosha-Racine-Milwaukee Commuter Rail Wednesday, September 16, 2009

Alison P. Horn Policy Associate, Environmental Law & Policy Center

The Environmental Law & Policy Center of the Midwest, with an office in Madison, unequivocally endorses the creation and operation of the Kenosha-Racine-Milwaukee commuter line and welcomes the leadership role a Southeastern Wisconsin Regional Transit Authority offers.

KRM commuter rail will increase mobility, decrease global warming pollution, and provide a much-needed boost to the economy of Southeastern Wisconsin.

- The economies of the Milwaukee and Chicago metropolitan areas are inextricably tied. Diversifying transportation options by adding a commuter rail link would strengthen the regional economy by creating jobs and spurring economic development. KRM commuter rail would be good for the environment, moving people more efficiently between communities than would highway construction. Trains are a more energy efficient mode of transportation than cars, and would allow Southeastern Wisconsin to do its part to reduce global warming pollution and America's dependence on foreign oil. With nearly 1 million jobs within a mile of proposed stations, KRM would provide a reliable, affordable way for the people of Southeastern Wisconsin to get to work. In a region with unemployment at 17 percent - well above the national average - KRM could help revitalize the economy by creating or supporting over 71,000 new jobs and pumping over \$550 million dollars into the economy of Southeastern Wisconsin.

A functional and independent Regional Transit Authority is a necessary and proven method for going forward with a commuter rail system.

- In many cases, political boundaries account for one of the major obstacles to commuter rail systems. Across the US, cities that have developed successful commuter rail systems have done so by developing independent transit authorities, most commonly functioning as both the transit funding and operating agency. Having an independent, coordinated RTA is the best way to go forward with KRM commuter rail because presenting a united front across political boundaries will present the strongest case for receiving New Starts funding from the Federal Transit Authority.

The time is now to have a strong, independent RTA to provide dedicated funding for KRM Commuter Rail and other transit programs. Moving forward with these plans would pave the way to a stronger, greener economy for Southeastern Wisconsin.

505 5th Avenue, Suite 303 Des Moines, Iowa 50309 Phone: (515) 244-3113 Fax: (515) 224-7856 Email: Iowa@ELPC.org 35 East Wacker Drive, Suite 1300 Chicago, Illinois 60601 Phone: (312) 673-6500 Fax: (312) 795-3730 Email: Info@ELPC.org 222 South Hamilton Street, Suite 14 Madison, Wisconsin 53703 Phone: (608) 442-6998 Fax: (608) 204-9736 Email: Wisconsin@ELPC.org

Resume

Edward Wilkommen 2539 N. 72nd Street Wauwatosa, WI 53213 (414) 476-3999

Formal Education

University of Wisconsin, Madison Bachelor of Science Degree in Metallurgical Engineering

Professional Positions

Edgewood Industries, Inc. President (38 years) Railroad Track Contractor Milwaukee, WI Covered Ladle Heater Manufacturer Butler, WI

Companies for whom we did work: 127 jobs for All companies in the Allis-Chalmers Complex: West Allis, WI

Allis-Chalmers Manufacturing Corp. Siemens Power Systems AC Reorganization Trust AC Equipment Services Whitnall Summit Co. 4400 Packaging, Inc. Avalon Rail, Inc. 6600 Washington, LLC

Racine, WI Milwaukee, WI Milwaukee, WI Milwaukee, WI West Milwaukee, WI Wauwatosa, WI Wauwatosa, WI Wauwatosa, WI Oak Creek, WI St. Francis WI Port Washington, WI Portage, WI Portage, WI Butler, WI Milwaukee, WI Saukville, WI Milwaukee, WI Jefferson, WI Watertown, WI Green Bay, WI

J. I. Case Corp. Pillsbury Company Ashland Chemical Co. Milwaukee Metropolitan Sewerage District Wehr Steel Company Kohl's Corporation Hanson Storage Co. Roundy's Inc. Pittsburgh Plate Glass Industries Wisconsin Electric power Co, Lakeside Power Plant and Port Washington Power Plant Wisconsin Power and Light Co. and Columbia Generating Plant Alpine Plywood Co. Delta Color Company Freeman Chemical Co. Tractor Transport, Inc. Carnation Company Maas Bros. Construction Co. Charmin Paper Division of Proctor & Gamble Sealy Mattress Company City of Beaver Dam

Watertown, WI Beaver Dam, WI

Trent Tube Division of Colt Industries  
East Troy Railway  
Equity Co-Op

East Troy, WI  
East Troy, WI  
East Troy, WI

Scol Forge Company  
Morelli Overseas Export Service  
Lowe Inc.  
Spicer Axle Division of Dana Corp.  
Associated Grocers  
Filer and Stowell Co.  
Pioneer Iron and Metal Co.  
Milligan Corp.  
Thiem Corp.  
Becker Construction Co.  
Central Steel and Wire Co.  
Dralle Paper Co. Inc.  
Rockton, Rion and Western Rail Road

Spring Grove, IL and Clinton, WI  
Kenosha, WI  
Kenosha, WI  
Edgerton, WI  
New Berlin, WI  
Milwaukee, WI  
Milwaukee, WI  
Milwaukee, WI  
Milwaukee, WI  
Milwaukee, WI  
Duplainville, WI  
Winnsboro, SC

Metallurgical Engineer  
Modern Equipment Co.  
International Harvester Co.  
John Deere Company  
Creole Petroleum Corp. (3<sup>rd</sup> largest oil producer in the world)

Port Washington, WI  
Milwaukee, WI  
Moline, IL  
Venezuela

Engineering Consultant  
General Motors Central Foundry  
Chevrolet Gray Iron Foundry  
Flodar Corp.  
Rockton and Rio Ry.  
Alabama Pipe Company

Defiance, OH  
Saginaw, MI  
Cleveland, OH  
Winnsboro, SC  
Anniston, AL

American Cast Iron Pipe Co.  
Quebec Iron and Titanium Corp.  
Griffin Pipe Products  
Interlake steel Company  
Urick Foundry  
Neeenah Foundry  
Northern Electric Foundry  
Evinrude Motors  
Illingsworth Corp.  
Whitall Summit Co.  
Siemens Power Corp.

Birmingham, AL  
Sorel, Quebec  
Florence, NJ  
Toledo, OH  
Erie, PA  
Neeenah, WI  
Ishpeming, MI  
Milwaukee, WI  
West Allis, WI  
West Allis, WI  
West Allis, WI

**Other Technical Education**

American Foundryman's Society  
Ductile Iron Seminars  
Foundry Education Course

Des Plaines, IL  
Milwaukee, WI

State Historical Society of Wisconsin  
Research and Writing Seminar  
Photographs and Oral History Workshop  
Conservation of Archival Materials  
Producing Historical Publications

Delafield, WI  
Kenosha, WI  
Madison, WI  
Madison, WI

**Offices Held**

Wauwatosa Historical Society, President (4years),  
Vice-President (2years), Director (22years)  
Milwaukee Road Historical Association, President (2years)  
Iowa Chapter of the National Railway Historical Society,  
President (2years), Vice-President (4years), Director  
President of the Theta Tau Engineering Fraternity Alumni  
Map Society of Wisconsin, Vice-President (3years)  
West Allis Historical Society, Secretary (8years), Director

**Awards**

**Local History Award of Merit** to Ed Wilkommen in 1993 from  
State Historical Society of Wisconsin  
**Merit Award** to Edward Wilkommen in 1992 from the Milwaukee County Historical  
Society  
**Reuban Gold Thwaites Trophy** to the Wauwatosa Historical Society  
In 1985 as the best historical society in Wisconsin while  
Ed Wilkommen was President

**Programs and Lectures Presented**

*History of the Watertown Plank Road*  
to Elmbrook Historical Society  
to Hawks Inn Historical Society  
*Wauwatosa's Founding Fathers*  
to Wauwatosa Historical Society  
to Hart Family Reunion  
*Streetscars to Wauwatosa*  
to Wauwatosa Historical Society  
*Milwaukee Road Electrified Zones*  
to Milwaukee Road Historical Association  
*History of the Menomonee River Valley*  
to Wauwatosa Historical Society  
*Complete South Shore Line*  
to Association of Model Railroad Clubs  
*Urban Plank Roads and Growth of Commerce*  
to Milwaukee Sesquicentennial Celebration at Marquette University  
*Plank Roads and Railroads*  
To West Allis Historical Society

# Milwaukee Rail Transit Advocates

P. O. Box 100226  
Milwaukee, WI 53210

## Milwaukee Rail Transit Line

With gasoline and diesel fuel prices high, and near gridlock on the freeways and Blue Mound Road, the time has come to offer an alternative mode of transportation. Such a vehicle is an electric powered Light Rail Transit Train. They get their propellant from coal fired power plants, not oil sources.

There is a natural corridor through the Milwaukee area which has important destinations serving multitudes of citizens. **Phase 1** will be entirely within the City of Milwaukee, uses vacant right-aways, city streets, and requires **no** building removals, thereby making it a relatively **Low Cost** route to construct.

**Phase 1** will start in the campus of the University of Wisconsin in Milwaukee and proceed westward in Edgewood Avenue to the former Chicago and Northwestern Railway right-of-way which is at the same elevation for easy access. Then it will use this existing right-of-way to downtown Milwaukee with stops at major street crossings. From the lakefront Michigan Street should be used as a streetcar line (Denver and Minneapolis style) serving all the merchants along the way to 4<sup>th</sup> Street, then south to the Amtrak station.

Just west of there the transit line will cross over the Canadian Pacific tracks and use the modified Emmer Lane bridge to Canal Street and run as a streetcar line to the Potawatomi Casino, the termination point of **Phase 1**. Transit shops and storage yard just to the west.

Later when the first part proves successful, **Phase 2** will extend the line west and south passing Falk Corp., to join and use the abandoned West Allis Airliner (formerly Milwaukee Road). This route crosses over Miller Way on an existing strong bridge. The first stop serves the very nearby Miller Park Stadium, and Veterans Administration complex.

The track next climbs past Hawley Road and along the north edge of the former Allis-Chalmers complex (now Summit Place office park and several industrial companies). This relevance will allow night switching of railroad freight cars into the West Allis Center industrial trackage.

The route continues westward between State Fair Park and the Pettit National Ice Center. A station near 84<sup>th</sup> Street will serve both these popular recreational facilities. Then westward to the south edge of the Milwaukee County Zoo (local Zoo train connection). The line continues westward to the county line at Blue Mound Road, a very accessible termination point of **Phase 2**. Located here is a very large parking lot.

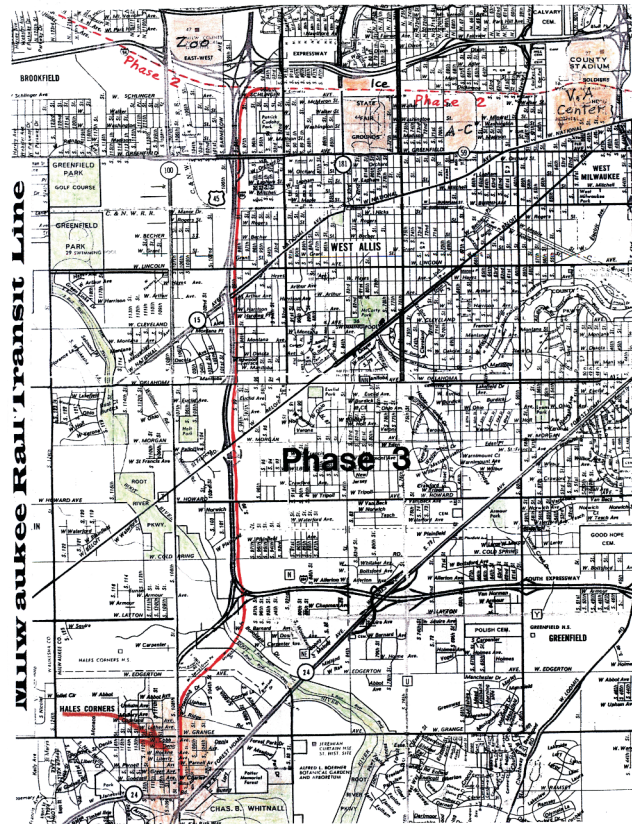
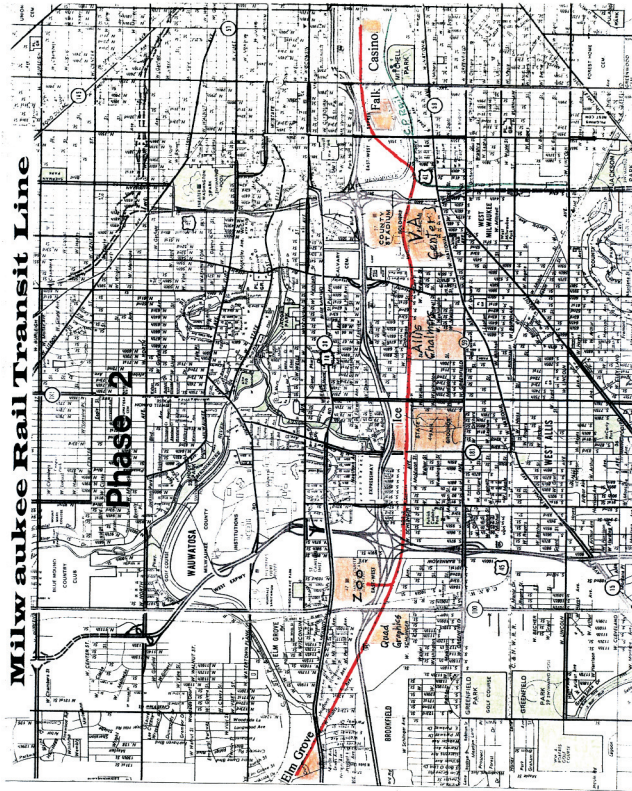
**Phase 3** can be added later as a southwest extension. It will leave the above route at about 97<sup>th</sup> Street and run along the Wisconsin Electric Power right-of-way (which is adjacent to the Highway 45 Freeway). It will terminate in Hales Corners at their extensive shopping area.

## Milwaukee Rail Transit Line

### Phase 1







# Milwaukee Rail Transit Advocates

P. O. Box 100226  
Milwaukee, WI 53210

Our consulting transit engineer, Mr. E. L. Tennyson [Professional Engineer] of Vienna, Virginia has provided us with relevant Cost Data, Ridership, Car Needs, Property Values, Travel Times, Connections, and other Engineering Data.

Mr. Tennyson formerly was a transportation engineer residing in Milwaukee who had worked with Mayor Frank Zeidler. He has been working in this field all his adult life. He worked 9 years as the Public Works Planning Coordinator for Arlington county, Virginia, where he dealt with the Metropolitan Transit System. He was Deputy Secretary of Transportation for the State of Pennsylvania where he funded transit and local roads. He was Deputy Commissioner for Transit Engineering and City Transit Engineer for Philadelphia for 15 years. He was the Transit Commissioner for Youngstown, Ohio for 5 years. Also Research Analyst for Pittsburgh Railways for 3 years. Second Operational Consultant for the highly successful San Diego Trolley. An officer in the United States Army Transportation Corp.

He has based his Engineering Data on information he obtained through the years from his vast Transit work, and from records and current Federal Transportation Technical Data.

## U.W.-MILWAUKEE - BROOKFIELD AIR LINE LIGHT RAIL CHARACTERISTIC

Miles	STATIONS	Time	OFF	Q.N	ABOARD	PASSENGER-MILES	Buses
0.0	Un. Wis. Milw'ke	0:00	--	4,950	4,950	1,980.0	21+22+30 #60
0.4	Oakland Avenue	:01.5	100	1,651	6,501	2,600.4	#15
0.8	Hartford Avenue	:03.5	10	991	7,482	2,992.8	
1.2	Locust Street	:05.2	150	1,307	8,639	3,347.6	#22
1.6	Center Street	:06.5	50	712	9,301	4,650.5	
2.1	North Avenue	:08.2	200	867	9,968	2,990.4	#21
2.4	McKinley Park	:09.7	15	482	10,435	3,130.5	
2.7	Walnut Street	:11.5	10	409	10,834	11,917.4	
3.8	Michigan St., E.	:13.5	1,126	130	9,849	1,969.6	10
4.0	Van Buren Street	0:15	1,650	4,484	12,683	2,536.6	#30
4.2	Milwaukee	0:17	1,950	6,621	17,354	3,470.8	#11
4.4	Plankinton	0:19	1,933	4,121	19,542	3,908.4	#15
4.6	Third Street	0:21	1,837	5,069	22,744	6,823.2	#18+19
4.9	Amtrak Station	:23.5	1,902	5,076	25,948	20,758.4	#57
5.7	Casino at 16th St.	0:26	1,389	2,443	27,002	16,201.2	#14
6.3	Car Shops	:27.5	--	--	27,002	8,100.6	
6.6	27th Street	0:28	1,141	2,043	27,904	19,532.8	#27
7.3	35th Street	0:30	839	1,900	28,965	17,379.0	#35
7.9	Miller Park at 46th	0:32	1,977	385	27,373	24,635.7	#73
8.8	Sixtieth Street	0:34	2,187	400	25,586	17,910.2	#64
9.5	Seventieth St.	:35.2	2,296	391	23,681	11,840.5	#58
10.0	76th Street	:37.2	2,523	370	21,528	10,764.0	#44+76
10.5	Eighty-fourth St.	:39.2	2,876	380	19,032	9,516.0	#84
11.0	Ninety-second St.	:40.7	2,512	362	16,882	8,441.0	#92
11.5	Ninety-ninth Street	:42.5	2,130	93	14,845	7,422.5	#78
12.0	Zoo	0:44	2,599	63	12,309	7,385.4	#28
12.6	116th Street	0:46	2,397	41	9,953	2,985.9	#16
12.9	121st Street	:47.5	2,341	27	7,639	3,819.5	
13.4	BlueMound Road	0:49	1,269	19	6,389	2,555.6	#10
13.8	Grove Road	:50.5	933	13	5,469	2,187.6	
14.2	Sunny Slope Road	0:52	1,323	7	4,153	1,661.2	
14.6	Highland	:53.5	1,357	5	2,801	1,960.7	
15.3	Brookfield Mall	:55.5	2,801	--	--	--	W1
<b>TOTALS</b>							
				-45,812 +45,812	x 5.4 miles =	247,376.0	p's/ger-miles
					x 252 Weekdays =	62,338,752	an'l p's/g'r-miles
					50% x 55 Saturdays =	6,802,840	" "
					33% x 58 Sundays =	4,762,603	" "
					Full Year =	73,924,195	passenger-miles

Weekday Passengers = 45,812 x \$ 2 x 87.5% x 80% x 252 days = \$16,162,473 revenue  
 Saturday Passengers = 22,906 x " " " " x 55 " = 1,763,762 " "  
 Sunday-Holiday passengers = 15,271 x " " " " x 38 " = 1,240,005 " "  
 Incidental and Concessions Revenue \$ 287,460  
 Total Annual Operating Revenue \$ 19,453,700



**VALIDATION OF ELM GROVE AIR LINE LIGHT RAIL ESTIMATES**

Average

	Milwaukee	Denver	Minneapolis	Pittsburgh	Portland	Salt Lake	St. Louis	TOTAL of 6
City Population:	573,358	566,974	372,833	312,819	537,081	178,838	347,181	= 385,958
Suburban population served:	153,107	78,070	114,131	101,677	303,422	187,610	84,267	> = 144,863
TOTAL Population served:	726,465	645,044	486,964	414,496	840,503	366,508	431,448	= 530,821
Weekday Passengers:	34,443	36,826	29,860	24,300	116,079	51,538	36,000	> = 48,918
Annual Passengers (ooo):	10,293	10,864	8,958	7,047	34,592	15,204	10,800	> = 14,578
Annual Riding Habit per passenger:	14.2	16.8	18.4	17.0	41.2	41.5	20.3	= 27.5
Annual Passenger-miles (ooo):	71,535	49,002	52,585	29,585	179,875	86,039	67,716	> = 77,467
Annual Riding Habit per Passenger-mile:	98.5	76.0	108.0	71.4	214.0	234.8	272.9	> = 145.9
Route Miles of LRT Lines:	12.7	15.8	12.2	23.7	47.0	18.6	18.0	> = 22.6
Annual Cost of Operating Service (ooo):	\$ 20,314.8	\$ 27,898.1	\$ 16,664.3	\$ 39,492	\$ 67,590.4	\$ 20,703	\$ 24,242.3	\$ 32,765
Cost of Service per Passenger-mile:	#	@						
	28.4 cnts@	56.9 cts*	31.7 cnts	133.5 cts	37.6 cnts	24.1 cnts	35.8 cnts	42.3 cts
Passenger-miles per Car-mile:	44.7^	12.7	34.7	15.9	26.8	27.9	26.5	24.5
Same System Bus Service Cost per passenger-mile:	89.7 cnts	63.6 cnts	78.4 cnts	82.0 cnts	119.7 cts	82.7 cts	86.4 cnts	
Increased Bus Service Cost Over Light Rail:	+216%	+12%	+147%	-31%	+118%	+397%	+131%	+104%

**FOOTNOTES:**

- \* = NOTE \* = High cost per passenger-mile attributable to very low load factors, too many car-miles, no lack of passengers. Bus service is relatively low cost because of extensive exurban intercity operations.
- # = Costs include subway operation.
- @ = San Diego Trolley, Inc. cost 27 cents per passenger-mile but system is larger. Not included.
- ^ = High load factor based on short turning alternate trains and varying headways during the peak period to maintain steady load factors.
- > = Only the initial Saint Louis line included from Airport to East Saint Louis.

SOURCES: FTA Nat'l Transit Data Base + US Census



Minneapolis Light Rail Cars Suitable in Milwaukee

**VALUE OF URBAN LIGHT RAIL TRANSIT OPERATIONS - 2006**

	Milwaukee	Light Rail Elsewhere	Transit Systems Elsewhere
Annual Passengers	50,685,200	116,709,500	473,715,000
Passenger-miles	156,097,300	689,862,200	2,493,500,000
Average Ride length	3.1 miles	5.9 miles + 90%	5.3 miles +70 %
Population Served	1,308,913	3,203,595	11,628,182
Passenger Riding Habit	38.7	36.4 - 6 %	40.7 + 5 %
Pas'ngr-mile Riding Habit	119.3	215.3 + 80 %	214.4 + 80 %
Operating Cost	\$120,975,000	\$ 254,193,400	\$ 1,384,381,600
Cost per Pas'ngr-mile	77.5 cents	36.8 cnts - 52 %	55.5 cts - 28 %
Annual Vehicle miles	17,419,300	22,779,700	168,784,200
Annual Vehicle Hours	1,351,800	1,416,300	11,888,300
Average Speed m.p.h.	12.9	16.1 + 25 %	14.2 + 10 %
Pas'ngr-miles / Vehicle-mile	9.0	30.3 + 236 %	14.8 + 64 %

"Elsewhere" includes Baltimore, Pittsburgh, Portland, Salt Lake City, San Diego and Saint Louis, all of which operate articulated Light Rail vehicles. Denver was excluded as it was in transition from a small Light rail operation to a larger one and operates considerable exurban intercity bus service. Los Angeles was excluded because it is so large.

It is obvious that Light Rail service increases patronage and lowers operating cost per passenger-mile. See percentages noted above. Since Light Rail serves areas also served by bus, the Light Rail riding habit is not significant by itself, but must be considered as part of the total riding habit including both bus and rail.

The passenger counts are not always relative as some systems are primarily radial minimizing the need to transfer while others are in a grid pattern, greatly increasing transfers. Federal regulations require each "boarding" to be counted so transfer passengers add to the passenger count without adding significant fare revenue or travel mileage. Accordingly, passenger-miles are more consistent a measure than passengers.

Note the great difficulty in filling buses with passengers, as shown by the "passenger-miles per vehicle-mile", also known as the Load Factor, a key measure in airline efficiency.

SOURCES: Fed. Trans. Adm National Transit Data Base and US Census.

Prepared by E.L. Tennyson, P.E.  
4-29-2009

Appendix A-5

ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC HEARINGS

BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
OPEN HOUSE PUBLIC MEETING  
ON KRM DEVELOPMENT

RECEIVED  
OCT - 1 2009  
SEWRPC

PUBLIC COMMENTS taken before KAREN RENEE,  
Court Reporter and Notary Public in and for the State of  
Wisconsin, at Racine Gateway Technical College, 901  
Pershing Drive, Racine, Wisconsin, on September 14, 2009,  
commencing at 4:30 p.m. and concluding at 7:00 p.m.

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
414-224-9533  
(800) 456-9531

SEWRPC PUBLIC MEETING, 09/14/2009

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Ms. Glenda Alexander.....	10
Ms. Mary Schroeder.....	10
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Mr. F.H. Brewer, III.....	14
Mr. Glen Halbe.....	15
Ms. Maryann Grubber.....	16
Mr. Ryan Gleason.....	17
Mr. John Dickert.....	18
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SEWRPC PUBLIC MEETING, 09/14/2009

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TRANSCRIPT OF PROCEEDINGS

MR. EARL JUMP: I'm not in favor of the  
KRM. It is too expensive to build when there is  
already five roads going to Chicago, plus the  
Amtrak, going to the same place. And how do they  
expect to pay for this when Doyle is increasing  
taxes on all businesses and driving them out of  
the state? All of the seniors cannot pay, they  
can't buy medical because they are broke.

The rental car proposal, that will fall  
flat on their face because all the companies have  
to do is buy a couple cars when their salesmen  
show up, go get 'em, let 'em use it, don't pay.

It was said at one time it was going to  
cost \$15 each way to ride the KRM, that comes to  
\$150 a week. Politicians can twist numbers to  
make them seem real good, but most of them are  
not. And who is going to be dumb enough to pay  
\$150 a week for a train ride. There are two  
foreign car companies that just came out with  
information that they are going to have some  
hybrid cars that get 230 miles to the gallon, GM  
is going to have one that is just about a hundred  
miles to the gallon. Now, who is going to spend  
\$150 a week for the KRM when they can get there

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SEWRPC PUBLIC MEETING, 09/14/2009

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for a fraction of what the KRM is going to cost  
them? Then when they get there, they still need  
transportation to get to their business or  
shopping or whatever. It's not a good deal for  
nobody.

And Racine businesses, they are backing  
this, if they want qualified personnel, why is the  
personnel going to Chicago or going to Illinois?  
If these businesses in Racine would pay them, they  
would probably stay here. And why don't they hire  
the unemployed people that are already here? And  
you know, it don't make no sense for nothing.

MR. CURT PRUITT: My name is Curt  
Pruitt. Mr. Voss, Southeast Wisconsin needs KRM.  
Our children and grandchildren will benefit from a  
better lifestyle and environment. Our local  
businesses will benefit now from area growth and  
desirability. You are allowing yourself to be  
manipulated by close-minded fear mongers. Mr.  
Voss, please represent me and what I want to  
happen. Thank you.

MS. DONNA PETERSON: My name is Donna  
Peterson, and I'm here to relate to you a true  
event that happened to me. One Saturday morning  
when I got on the train in Kenosha, I was going to

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04:58 1 Navy Pier eventually, that is where I was headed  
 04:58 2 to, Navy Pier, and I found taking the train very  
 04:58 3 convenient. For \$5, I get a ticket for myself,  
 04:58 4 and when I got to the end of the train station in  
 04:58 5 Chicago, I took a bus for \$2. So for \$7, I was  
 04:58 6 able to get from Racine to Navy Pier. I get on  
 04:58 7 the train, and the train is going down the track  
 04:59 8 and stops in Waukegan, and a black lady gets on  
 04:59 9 the train and sits down next to me. I started  
 04:59 10 talking to her, and it turns out, she was going to  
 04:59 11 work, and she worked in Lake Forest. She worked  
 04:59 12 for a rich family, and I said, "Isn't that kind of  
 04:59 13 far to go? Why don't you just live in Lake  
 04:59 14 Forest?" She said she couldn't afford to live in  
 04:59 15 Lake Forest, and I said, "When you get to Lake  
 04:59 16 Forest and you get off the train, how do you get  
 04:59 17 to the house where you're working?" And she said,  
 04:59 18 "The missus picks me up in the car and brings me  
 04:59 19 back." She said, "I don't own a car." So she was  
 04:59 20 using the train to get to work.  
 04:59 21 She had a large shopping bag, and she  
 05:00 22 was dressed quite nicely, and I asked, "What's in  
 05:00 23 the shopping bag?" Very nervy. She said, "My  
 05:00 24 work clothes. These are my traveling clothes."  
 05:00 25 That's the end of my story.

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05:00 1 But here was a person, and I wondered  
 05:00 2 after she get off if she would have had that job  
 05:00 3 in Lake Forest if she's hadn't had that train.  
 05:00 4 And then I wondered how did she get to the train?  
 05:00 5 Did she have someone giving her a ride to the  
 05:00 6 train or take a bus? But that train was very  
 05:00 7 important to her, and then she would come home on  
 05:00 8 the train. Her missus would bring her back, and  
 05:00 9 here I'm going off on a lark and she is going to  
 05:00 10 work on a Saturday. She liked her job. She said  
 05:01 11 the family was very nice to work for, and it was a  
 05:01 12 nice job that she wouldn't otherwise have had.  
 05:01 13 That's the end of my story.  
 05:05 14 MS. MICHELLE FREEMAN: My name is  
 05:09 15 Michelle Freeman, and I am taking an introductory  
 05:09 16 class of government, municipalities, in our local  
 05:10 17 area. We were assigned to go to a public hearing,  
 05:10 18 and I was fortunate enough to get assigned to KRM  
 05:10 19 and make your public meeting. I find it very  
 05:10 20 interesting. It is a very creative project, and I  
 05:10 21 think -- I don't have too many criticisms. I have  
 05:10 22 positive ones. There are pros and cons. I  
 05:10 23 believe it's taking longer than expected. Since I  
 05:10 24 realize I'm not sure of the dates that it started  
 05:10 25 back in 2003, but it was discussed in the '90s,

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05:10 1 the making of it. And now you got this far and  
 05:10 2 you're doing DEIS for the FTA for looking at the  
 05:10 3 impact statements of how it would affect the  
 05:10 4 community and what is the concern for the people  
 05:10 5 who are already working in the transit system, if  
 05:11 6 they would lose work because it is a separate  
 05:11 7 cooperation. But it is a positive undertaking.  
 05:11 8 The wait and the anticipation and with  
 05:11 9 the economy the way it is -- of course, you want  
 05:11 10 everything to look good, but the wait, not knowing  
 05:11 11 exactly when the project will start or be  
 05:11 12 completed at this stage, I felt that the  
 05:11 13 undertaking should have been sooner than this.  
 05:11 14 But of course, the professionals know what they  
 05:11 15 are doing. But for the most part, it is well  
 05:11 16 organized. You want that. Haste makes waste, you  
 05:11 17 don't want to rush into it.  
 05:11 18 I'm glad I had an opportunity to  
 05:11 19 experience coming here. I'm not sure if I will  
 05:11 20 make it to the public hearing because of time  
 05:11 21 constraints. That's about it. It was very  
 05:11 22 informative. There is a lot of information.  
 05:11 23 The cost itself didn't seem like a lot  
 05:12 24 for the benefits that it should bring to the city.  
 05:12 25 What I didn't notice about was security methods.

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05:12 1 With such a public open area, high crime rate,  
 05:12 2 there was not really anything about the security  
 05:12 3 undertaking. For someone like me, and a lot of  
 05:12 4 people, if they had to use that type of  
 05:12 5 transportation, what would be some of the  
 05:12 6 techniques used? Cameras, online guards, things  
 05:12 7 like that? What type of aid would you use like  
 05:12 8 that? Thank you.  
 05:13 9 MS. MELISSA WARNER: I'm the chair of  
 05:13 10 the local Sierra Club, group, Southeast Gateway  
 05:13 11 group, and I am speaking on behalf of Sierra Clubs  
 05:13 12 in general. We continue our support for efficient  
 05:13 13 regional transit in general and for KRM commuter  
 05:14 14 rail in particular. Our reasons are not only the  
 05:14 15 economic ones that other groups support, but also  
 05:14 16 we really want to promote a healthier environment  
 05:14 17 because a healthier environment makes healthier  
 05:14 18 people, and clean air and clean water make a  
 05:14 19 healthier environment. More increase in regional  
 05:14 20 environment and decrease in automobile transit and  
 05:14 21 that will also be less carbon dioxide in the air,  
 05:14 22 and we all know about that. Cleaner air, fewer  
 05:14 23 particulates, less asthma.  
 05:14 24 We also like the idea of denser growth,  
 05:14 25 compact growth in a community as opposed to

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sprawl, and we know that a transit system, in particular a train transit system, promotes that denser growth.

MS. NANCY GANNON: From the Special Concerns Committee for Unitarian University Church as well as a landlord in Racine in the city, to me, I think it's important to manifest the KRM light rail project because I believe it would be good for the economy and good for ecology.

And having lived in countries like Taiwan, Taipei and Singapore, which enjoys more light rail, it's so effective. It makes one not have to use a car as much, and it's a lot faster than the usual car trip to a nearby city. So I really support it.

MS. SPEAKER: I'm a resident of the Village of Caledonia, and I have been in Racine County for 30-plus years, and the KRM has been an issue for so many years. So perhaps I'm rather naive, but I say, make it happen. It, you know, provides for more jobs, for modernization, cleaner air, progress. I don't see where there is a downfall in KRM, and I'm willing to pay for all of those benefits because, for me, the positive outweigh any negatives.

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MS. GLENDA ALEXANDER: Well, as I filled out on my comments, I lived in the San Francisco Bay area for many years. I used the Bay Area Rapid Transit system for 12 years to get back and forth to work in downtown San Francisco. It's economical, it's fast, and instead of sitting in traffic and burning up the environment, you are able to sit on the train. You can read the newspaper. You can read a novel. You can snooze. There are so many things you can do so your time is not wasted.

I think it makes sense. We need to get this in this area so that we can be better connected to the surrounding area. Friendly for the environment, for property values. And anyone I have ever known that lives in a city with light rail finds that it's utilized far beyond the initial projections for it. So people who have never lived where they don't have it really don't know what they are talking about when they speak against it.

MS. MARY SCHROEDER: My biggest concern is the length of the train whistle 28 times a day because it's 14 trips, roundtrips. And in my area, the train whistle goes right now for a

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minute-and-a-half or two minutes because all of the stops are -- the crossovers are right next to each other. So it's the train whistle, there is no break, it's constant. That is between South Street and West Street approximately, in Racine. I don't want to hear that stinking train whistle. I was outside yesterday, it was so peaceful, there was not a sound. I don't want that broken up. Also, I sleep during the day, I work third shift. That would be quite bothersome for me. It may have to force me to move. I'm for the train, not the whistle.

MS. ANNETTE HARPOLE: I'm for the Kenosha/Racine/Milwaukee transit system. I think it will expand options for everyone in the southeast corridor. I'm also for a regional transit authority. I live in Racine, and I'm employed by a Milwaukee employer. Currently, I take the Coach bus, and sometimes I drive. The coach bus has limited hours during the week, so if I miss either the 4:30 or 5:30 Coach, I have to wait until 9:00 p.m. until I take the bus. So oftentimes, if I have something to do after work, I will drive to Milwaukee.

I do think it would be nice to have KRM

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because a lot of things are going on in Chicago either on the weekends or for people who happen to be employed in the Greater Chicago area. It will facilitate their transportation needs also going south. So I'm excited that KRM will go to Waukegan where they have dependable commuter rail service. Right now, Kenosha has limited train service during certain times of the day, especially after work hours. So if you do want to do anything in Chicago in the evenings, it's much better to travel from the Waukegan station than Kenosha. And it's a lot less expensive than Amtrak. Amtrak is comfortable, but it's around \$40 roundtrip each time to catch it in Sturtevant or Milwaukee. So to get a \$5 weekend pass on the metro rail, that's wonderful.

So again, I am for the KRM and the Regional Transit Authority. I think we should have expanded bus service from county line to county line. So there should be a bus -- I should be able to take the Racine to the Milwaukee County, Racine line and the Milwaukee bus should meet at the Racine line. So if people want to take public transportation such as a county bus, they can. Same thing, we should be able to take a

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05:31 1 Racine County bus to the Kenosha line and Kenosha  
 05:31 2 bus through Kenosha.  
 05:31 3 Right now, there is no bus service from  
 05:31 4 Racine to UW-Parkside and Carthage College, which  
 05:31 5 I think is a disservice for Racine residents who  
 05:31 6 would like to go to a four-year college.  
 05:31 7 Currently, apparently there is funding to provide  
 05:31 8 bus services for Racine residents to UW-Parkside.  
 05:31 9 UW-Parkside was designed to recruit students from  
 05:31 10 this general area. They used to have bus service  
 05:31 11 to UW-Parkside, and due to budgetary cuts, it was  
 05:32 12 cut. So I think if we are promoting higher  
 05:32 13 education for people in the southeastern corridor,  
 05:32 14 they need to restore service from Racine to  
 05:32 15 UW-Parkside and Carthage College. Thank You.  
 05:33 16 MS. NANCY HOLMLUND: Well, I believe  
 05:33 17 that we really need the Regional Transit Authority  
 05:33 18 to make the bus service more equitable for people  
 05:33 19 throughout Southeastern Wisconsin and throughout  
 05:33 20 Racine County. I also believe that KRM is going  
 05:33 21 to bring jobs to this area and sustainability.  
 05:33 22 Another thing that I have been listening to is the  
 05:33 23 fact that one of the frustrations they have naming  
 05:33 24 Chicago as the Olympic headquarters is there is  
 05:33 25 not enough transit, and they're talking to venues

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05:34 1 like us outside of Chicago.  
 05:34 2 So for all those reasons, I think we  
 05:34 3 need to do this. I have been a part of  
 05:34 4 organizations that worked with David Rusk, who  
 05:34 5 believes in regional planning, and Myron Orfield,  
 05:34 6 and there are parts of the country that are doing  
 05:34 7 much better than others because they are planning  
 05:34 8 regionally. And one of the things -- we are one  
 05:34 9 of the only regions in the country that doesn't  
 05:34 10 have a designated funding source for our  
 05:34 11 transportation system, and it just seems that to  
 05:35 12 get into the 21st Century, Southeastern Wisconsin  
 05:35 13 has got to have this.  
 05:35 14 And I salute the Governor for knowing  
 05:35 15 the importance of regional planning, and I hope we  
 05:35 16 can educate the people of the area and even of the  
 05:35 17 state to realize that with regional planning we can  
 05:35 18 save money and make everything more efficient.  
 05:35 19 Thank you.  
 05:36 20 MR. F.H. BREWER, III: I think the  
 05:36 21 overall lack of public transportation options in  
 05:36 22 Racine is inhibiting economic development and job  
 05:36 23 growth in the community here. KRM would be an  
 05:36 24 incentive for companies and employers in general  
 05:36 25 to locate here because it would provide access to

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05:36 1 all of the tens of thousands of prospective  
 05:36 2 employers who live along that rail corridor.  
 05:36 3 I know for SC Johnson, which is a major  
 05:37 4 employer in the community, KRM would help our  
 05:37 5 company attract and retain employees. We know  
 05:37 6 from experience, our employees are looking for  
 05:37 7 transportation alternatives, either for themselves  
 05:37 8 or for their spouses who may work in another  
 05:37 9 community.  
 05:37 10 SC Johnson -- and I'll add that  
 05:37 11 currently, we have employees who commute from  
 05:37 12 Chicago and from Milwaukee, and the company is  
 05:37 13 happy to subsidize their commutation using both  
 05:38 14 the existing Chicago-to-Kenosha rail service and  
 05:38 15 shuttle vans. These employees would very much  
 05:38 16 benefit from having commuter rail service and  
 05:38 17 they're very much in favor of this project. And I  
 05:38 18 don't think SC Johnson is alone as an employer  
 05:38 19 that would benefit from expanded transportation  
 05:38 20 options.  
 05:39 21 MR. GLEN HALBE: My name is Glen Halbe,  
 05:39 22 1736 Park Avenue in Racine. I have long been an  
 05:39 23 advocate of public transportation. Basically it's  
 05:39 24 for a sound economy giving mobility to workers to  
 05:39 25 find jobs and also bringing workers into our

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05:40 1 community to fill necessary positions.  
 05:40 2 My wife used the Metra for 13 or 14  
 05:40 3 years while we were living in Racine, before she  
 05:40 4 retired, and drove down to Kenosha. And Kenosha's  
 05:40 5 station was very well used, and the train was well  
 05:40 6 on its way to being filled before it got to  
 05:40 7 Waukegan. So there is a need, and I believe it  
 05:40 8 will enliven the community of Racine.  
 05:40 9 I work at Miller Park. I can foresee  
 05:40 10 the possibility of taking the train to Miller Park  
 05:40 11 during the summer. We certainly would not be  
 05:41 12 driving back and forth to Milwaukee other than  
 05:41 13 using the train as we now do to go to Chicago. We  
 05:41 14 would go to Milwaukee to see the sights there. I  
 05:41 15 believe it's a sound investment and will pay a  
 05:41 16 good deal in return to us.  
 05:45 17 MS. MARYANN GRUBBER: I would like to go  
 05:45 18 on record for an increased linking transit system.  
 05:45 19 I commuted to downtown Milwaukee from the south  
 05:45 20 side of Racine for over 12 years, most of the time  
 05:45 21 to downtown Milwaukee. I was unwilling to drive  
 05:45 22 the freeway, I don't like trucks and fast drivers,  
 05:45 23 that extended the length of the drive, which  
 05:45 24 extended my day considerably. I did not often  
 05:45 25 take the Wisconsin Coach because of the restricted

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05:45 1 schedule. I couldn't always control when I would  
 05:45 2 leave work.

05:45 3 So if the system includes an expanded  
 05:46 4 schedule where you don't have, say, two possible  
 05:46 5 times to get home at the end of the day, if indeed  
 05:46 6 there would be shuttles from the downtown delivery  
 05:46 7 point to a business district, I would be all for  
 05:46 8 this and certainly willing and aware that they  
 05:46 9 will increase taxes. Thank you.

05:46 10 MR. RYAN GLEASON: Ryan Gleason with  
 05:46 11 Community for Change. I support the KRM project.  
 05:47 12 Having been a lifelong resident of Racine and  
 05:47 13 seeing the unemployment rate where it is, this  
 05:47 14 project, while it doesn't solve every one of  
 05:47 15 Racine's problems, it's a key piece in changing  
 05:47 16 the momentum of the economy. It's a question of  
 05:47 17 vision. What do we see Racine becoming in the  
 05:47 18 future? Are we going to go down the same path, or  
 05:47 19 are we going to spend a little money and make some  
 05:47 20 investment to try to connect with the surrounding  
 05:47 21 areas and try to grow this economy out? KRM alone  
 05:47 22 will not do that. There are many things that have  
 05:47 23 to come together in order for this to make an  
 05:47 24 impact, but we can't get there if we don't start.  
 05:47 25 And I also support and hope that our

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05:47 1 legislators can fund this via sales tax. It's the  
 05:48 2 most equitable way to pull in revenue from outside  
 05:48 3 of Racine; any visitors that are coming in, wheel  
 05:48 4 taxes, alternate sources of funding are too  
 05:48 5 dependent on the citizens living within the city  
 05:48 6 limits. And it forfeits any revenue that comes in  
 05:48 7 from tourism, and I believe the sales tax is very  
 05:48 8 minimal even in tough economic times. I know  
 05:48 9 several of my family members are in difficult  
 05:48 10 times. I would not support a sales tax increase  
 05:48 11 if I did not feel it was supporting a project that  
 05:48 12 would have a measurable impact in Racine.

06:14 13 MR. JOHN DICKERT: Mayor John Dickert  
 06:14 14 for the City of Racine. I strongly support Metra.  
 06:14 15 It will help us to grow and extend our  
 06:14 16 infrastructure, which will allow us to provide  
 06:14 17 more opportunities for jobs and be able to attract  
 06:14 18 additional development and provide opportunities  
 06:14 19 for people that are looking for work in the  
 06:14 20 region. I believe that the Metra line also allows  
 06:14 21 us a stronger infrastructure for the entire  
 06:15 22 southeastern and metro northern Chicago area for  
 06:15 23 job growth and development. It helps to  
 06:15 24 accentuate our already growing tourism population  
 06:15 25 that we are building in the Racine area and will

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06:15 1 allow us to provide for a greater opportunity for  
 06:15 2 our citizens for job education and development.

06:15 3 While we still have work to do on the  
 06:15 4 funding mechanisms, we hope that it will be fair  
 06:15 5 for the entire region and look forward to working  
 06:15 6 through the opportunity to develop a fair and  
 06:15 7 equitable financing solution.

06:17 8 MR. STEVEN PRAUDA: I just hope it goes  
 06:17 9 through. I just hope it doesn't fall through,  
 06:17 10 this train service. I see Amtrak is about \$20 one  
 06:17 11 way. It's getting expensive. Tell me how much  
 06:18 12 you would think a ticket would cost for the KRM?  
 06:18 13 You see, Amtrak is about \$40 roundtrip. That's a  
 06:18 14 lot of money. That's all I can say right now.  
 06:18 15 You know, like there is Minneapolis, it has a big  
 06:18 16 system, and I hear Denver has a big one, and I  
 06:18 17 hear San Francisco, and, you know, that's the best  
 06:18 18 I can say right now.

06:20 19 MR. RON THOMAS: I'm representing the  
 06:20 20 Racine County AFL/CIO, and I think one of the  
 06:20 21 things that needs to be pointed out is the fact  
 06:20 22 that we've got a group of collaboration that we  
 06:20 23 really haven't seen before. When you have the  
 06:20 24 Racine area manufacturers and commerce and the  
 06:20 25 AFL/CIO, and you've got faith-based and corporate

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06:20 1 Racine all sitting down at the same table saying  
 06:20 2 this is the right thing to do, I think that is a  
 06:20 3 significant point that needs to be made because  
 06:20 4 you don't see these kind of collaborations.

06:20 5 The other thing I want to point out is  
 06:20 6 that the Workforce Development Center has a  
 06:20 7 strategic plan that was developed. It's a  
 06:20 8 ten-year plan, which there is six challenges.  
 06:20 9 Challenge No. 4 has a workforce transportation  
 06:20 10 alternative. This is something that has not been  
 06:21 11 promoted enough in this environment, and it  
 06:21 12 definitely needs to be. And again, this is part  
 06:21 13 of the big plan, it's a ten-year plan on a  
 06:21 14 workforce development strategy for Racine.

06:21 15 For years, transportation has been a  
 06:21 16 significant challenge. Many, many years it has  
 06:21 17 been talked about, and this is an opportunity to  
 06:21 18 address it and engage with the bigger picture,  
 06:21 19 Southeast Wisconsin Transit Authority. Very much  
 06:21 20 appreciate the opportunity, and again, organized  
 06:21 21 labor, corporate Racine, we are all on the same  
 06:21 22 page.

06:22 23 MS. NICALA AIELLO: I made a short  
 06:22 24 comment, but I felt I needed to add some more.  
 06:22 25 I'm a homeowner. I own a home a few blocks from

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06:22 1 the station in Racine. I am looking forward to  
 06:22 2 KRM coming. I think we really need the commuter  
 06:22 3 rail and improvement to mass transit. In my  
 06:23 4 neighborhood, there are a lot of people without  
 06:23 5 cars and without driver's licenses, myself  
 06:23 6 included. There are times when I have had to take  
 06:23 7 the bus to Milwaukee when I did some work there,  
 06:23 8 and it was not very easy to do. So I think a  
 06:23 9 train would be a big improvement to that.

06:23 10 I grew up in Racine, and when I wanted  
 06:23 11 to go to college at UWM, I tried to do that by  
 06:23 12 using mass transit and by commuting with car  
 06:23 13 pooling, and it didn't work out. There were too  
 06:23 14 many hassles with schedules and traffic and  
 06:23 15 weather, all kinds of things like that. And I  
 06:23 16 ended up moving to Milwaukee and finally got a  
 06:23 17 master's degree, and I ended up staying in  
 06:23 18 Milwaukee 20 years. I have to wonder how many  
 06:24 19 other young people that are educated Racine loses  
 06:24 20 to places with better amenities?

06:24 21 I think this would be a big improvement  
 06:24 22 for Racine. I also think that it would help in  
 06:24 23 improving our neighborhood as a place to live with  
 06:24 24 a train station there. It would improve the  
 06:24 25 housing stock, and I think for the people that are

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06:24 1 residents that it would improve their chances of  
 06:24 2 finding work. So I really think we need this, and  
 06:24 3 I also think we need a sales tax to fund it. And  
 06:24 4 I would look to our state politicians to provide  
 06:24 5 leadership on this issue.

06:25 6 MR. TOM EEG: I have no negative  
 06:25 7 comments on this. As I stated there, it's better  
 06:25 8 transportation for all of these communities that  
 06:25 9 it would impact, reducing the traffic problems and  
 06:25 10 such. My background is in traffic engineering in  
 06:25 11 the city, so I see it as a positive.

06:28 12 MR. AL DANDENEAU: There is a lot of  
 06:28 13 things, I'm sure that ground has been covered.  
 06:28 14 But I've noticed a lot of people just do not make  
 06:28 15 a comment as far as the advantages of KRM commuter  
 06:28 16 rail, that it will be a potential gold coast on  
 06:28 17 the Lake Michigan shoreline. This territory tries  
 06:28 18 to sell our Lake Michigan beauty, but yet we do  
 06:29 19 not have commuter on it. That is unbelievable.  
 06:29 20 This is something long needed, and this has to be  
 06:29 21 achieved. Too many people in our territory have  
 06:29 22 not been educated on what the plus is, what  
 06:29 23 commuter rail can do for our area, and hopefully,  
 06:29 24 they can get educated on this and realize that  
 06:29 25 it's more than what they hear from the naysayers.

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06:29 1 There is so much good that can come out of this,  
 06:29 2 whether an individual rides it or not. If you  
 06:29 3 don't ride it, it will still be an advantage. And  
 06:29 4 it's long overdue for this territory. And  
 06:29 5 commuter rail not existing on that Lake Michigan  
 06:29 6 shoreline -- it is a must. I could go on because  
 06:29 7 there are many, many advantages to it. Cost is  
 06:29 8 not going to put anyone out of their homes as  
 06:30 9 naysayers would like people to believe. The cost  
 06:30 10 is so minimal to what commuter rail can do for our  
 06:30 11 territory between Kenosha and Milwaukee.

06:30 12 And in closing, I'd also like to remind  
 06:30 13 people that Chicago dollars are connected to  
 06:30 14 Kenosha, Racine and Milwaukee. And Chicago, as we  
 06:30 15 know, has a network that leads in other  
 06:30 16 directions, not only our way, but we would connect  
 06:30 17 to those towns.

06:30 18 And I do have one more thing to say. If  
 06:30 19 the 2016 Olympics come to Chicago, we don't have a  
 06:30 20 commuter rail on Lake Michigan, it's another  
 06:30 21 disadvantage. So I hope the naysayers can get  
 06:30 22 educated as far as what good this is for our  
 06:31 23 territory. Above and beyond the 2016 Olympics,  
 06:31 24 the 21st Century is here, and we have to enter it  
 06:31 25 in this area. Our TAs around the country have had

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06:31 1 much, much success, and here we are with a TA only  
 06:31 2 formulating, still not finalized. As far as  
 06:31 3 whether or not we will get a commuter rail, well,  
 06:31 4 let's get on board. Now is the time, not later.  
 06:31 5 Thank you.

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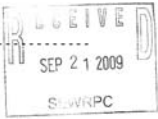
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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )  
 4  
 5 I, KAREN RENEE, Notary Public in and for  
 6 the State of Wisconsin, do hereby certify that the  
 7 statements on the record were recorded by me on  
 8 September 14, 2009, and reduced to writing under my  
 9 personal direction.  
 10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any of  
 12 the parties, or a relative or employee of such attorney  
 13 or counsel, or financially interested directly or  
 14 indirectly in this action.  
 15 In witness whereof I have hereunder set  
 16 my hand and affixed my seal of office at Milwaukee,  
 17 Wisconsin, this 15th day of September, 2009.  
 18  
 19  
 20 \_\_\_\_\_  
 21 Notary Public  
 22 In and for the State of Wisconsin  
 23  
 24 My Commission Expires: March 11, 2012  
 25

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**BROWN & JONES REPORTING, INC.**

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 PUBLIC COMMENTS IN RE:  
 PUBLIC INFORMATIONAL MEETING ON  
 SOUTHEAST WISCONSIN REGIONAL PLANNING COMMISSION'S  
 KRM STUDY.  
 -----  
  
 -----  
 Public Comments, taken before KAREN L.  
 HOWELL, a Registered Professional Reporter and Notary  
 Public in and for the State of Wisconsin, at Gateway  
 Technical College, Racine Building, 901 Pershing Drive,  
 Racine, Wisconsin, on September 14, 2009, commencing at  
 6:00 p.m. and concluding at 7:11 p.m.

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
414-224-9533  
(800) 456-9531

1 \* \* \* \* \*

2

3 I N D E X

4

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Louis Rugani .....	7
Rita M. Rinelli .....	7
Jay Warner .....	8
Jim Hall PE .....	12

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1 TRANSCRIPT OF CITIZEN COMMENTS

2

3 Alfonso Gardner, 1941 Brougham Lane

4 Racine, WI 53406, Community Activist

06:16 5 I don't support this project because I don't

06:16 6 see how it's going to benefit people of color, and the

06:16 7 reason why I state that is I live in the City. I have

06:16 8 lived in the City of Racine all my life, and when this

06:16 9 got formed, they did a transit center up there, and

06:16 10 they did the train station there, and no one of color

06:16 11 earned any dollars off those projects.

06:17 12 I don't believe that we'll be given an

06:17 13 opportunity to earn any dollars when this thing comes

06:17 14 about. So I am strongly against it until they give us

06:17 15 some assurance that they will include everyone in the

06:17 16 development of this project. So far they have not done

06:17 17 that.

06:17 18 Racine has a history of noninclusion when it

06:17 19 comes to construction and people of color getting jobs

06:17 20 in the City, so I'm opposed to it unless they can

06:17 21 convince me and other minorities that we will be given

06:17 22 an opportunity to participate. Right now they can't

06:17 23 guarantee it. They talk about it, but there's no

06:17 24 guarantee.

06:17 25 I would like to meet with the RTA when they

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06:17 1 get formed so I can voice my opinion about this, so  
 06:17 2 they can put some language and goals and things to make  
 06:18 3 sure -- to ensure that people of color is going to be  
 06:18 4 included when this is built because like I said, you  
 06:18 5 know, they don't include us when it comes to things  
 06:18 6 economically.

The mayor, who was just here, you know, he is  
 06:18 7 putting the freeze on development in that area, and I  
 06:18 8 don't know why that happened. There was a young  
 06:18 9 African-American man who proposed a \$9 million housing  
 06:18 10 project for that area, and the mayor and them are  
 06:18 11 against it.

So right there, it shows me that we are not  
 06:19 12 included when it comes to economic development. That's  
 06:19 13 why I'm opposed to this project, and the only way they  
 06:19 14 can change my mind is if I can sit down with some RTA  
 06:19 15 members and ensure that we will be included from an  
 06:19 16 economic standpoint. Thank you.

19  
 20 Linda Meredith, 3012 Four Mile Road  
 21 Racine, Wisconsin

I have two concerns. No. 1, we have been  
 06:20 22 going to all these meetings, and we were told by a  
 06:20 23 Caledonia board member the reason they didn't have a  
 06:20 24 referendum to see if anybody wanted this community rail  
 06:20 25

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06:20 1 is because they knew it would fail by 77 percent. So  
 06:21 2 I'm very concerned that they are trying to jam  
 06:21 3 community rail down our throats when everybody that I  
 06:21 4 have talked to does not want it. Okay. That is a --  
 06:21 5 77 percent is a big number. That is what they expected  
 06:21 6 it would fail by. That is No. 1, so I am concerned  
 06:21 7 about the cost, et cetera, et cetera, and all those  
 06:21 8 things.

My next concern is the first we heard about  
 06:21 9 this was in March of '06, and we had just finished  
 06:21 10 building our home that we planned to retire in in  
 06:21 11 December '05, and they have on the plans to eliminate  
 06:21 12 our house. We built our house to accommodate  
 06:21 13 wheelchair accommodations because there is a  
 06:21 14 possibility I could end up in one.

We did all this planning to spend the rest of  
 06:21 15 our lives there, and now they are planning to eliminate  
 06:22 16 our house. I brought this up at the first meeting, and  
 06:22 17 at that time they said well, they didn't like to use  
 06:22 18 the eminent domain on people, and I said, "Will you  
 06:22 19 guarantee me that you won't use eminent domain?" And  
 06:22 20 they said, "We can't guarantee it." And I said, "And I  
 06:22 21 can't guarantee that you won't have a big fat lawsuit  
 06:22 22 because you knew about this before you gave us a  
 06:22 23 building permit."  
 06:22 24  
 06:22 25

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06:22 1 They should have informed us of that, so I've  
 06:22 2 got a lot of concerns about this, but those are two big  
 06:22 3 issues right now. I believe people should have a say,  
 06:23 4 and I don't think they have the right just to go and  
 06:23 5 destroy our lives like that, so --

6  
 7 Tony Meredith, 3012 Four Mile Road  
 8 Racine, Wisconsin

I just want to reiterate what my wife just  
 06:23 9 said about I'm very disappointed that Caledonia turned  
 06:23 10 down -- the town board turned down having a referendum.  
 06:23 11 Why, I don't know. They didn't give the people voice,  
 06:23 12 you know. When we talked to one of the board members,  
 06:24 13 he told us that the reason that the rest of the board  
 06:24 14 members turned down holding a referendum is because a  
 06:24 15 very large percent of the people would have voted  
 06:24 16 against it and it would have been turned down.

The other concern I have is that according to  
 06:24 17 the plan, our house will be gone, and we have worked  
 06:24 18 many years to build this house. We relocated from  
 06:24 19 Illinois back to Racine, to our hometown, and we should  
 06:24 20 have been advised when we took out the building permit  
 06:24 21 that there was going to be -- that this was in the  
 06:24 22 works, and we weren't, so that's it.  
 06:24 23  
 06:24 24  
 06:24 25

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1 Louis Rugani, 4526 29th Avenue  
 2 Kenosha, Wisconsin, 53140-3144

3  
 4 My name is Louis Rugani of Kenosha, and I  
 06:28 5 support the concept of sales tax in order to fund a  
 06:28 6 regional transportation authority that would remove all  
 06:28 7 regional transit from property tax roles and place them  
 06:28 8 onto funding that approaches every item sold in the  
 06:28 9 counties affected.

I further believe that we should institute a  
 06:28 10 demonstration line for at least two weeks on the  
 06:29 11 existing Union Pacific to illustrate to the citizens  
 06:29 12 and workers along the route the efficacy of rail  
 06:29 13 transit, especially at a time when Interstate 94 is  
 06:29 14 under heavy reconstruction, and I would hope that the  
 06:29 15 KRM line would begin as quickly as possible so we can  
 06:29 16 no longer be an island among other metropolitan areas  
 06:29 17 that already benefit from rail transit.  
 06:29 18

19  
 20 Rita M. Rinelli, 1852 22nd Avenue  
 21 Kenosha, Wisconsin 53140

Well, in brief, I'm all in favor of  
 06:31 22 instituting the regional sales tax as far as for  
 06:31 23 supporting KRM and the RTA, and it is a favorable thing  
 06:31 24 for this whole regional area that I would assume most  
 06:31 25

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06:31 1 people would regard it the same, and that's my input.  
 2  
 3 Jay Warner, 4444 North Green Bay Road  
 4 Racine, Wisconsin 53404

06:37 5 I am Jay Warner, and I'm a voter and a  
 06:37 6 citizen, a member of the Sierra Club, Southeast Gateway  
 06:37 7 Group of the John Muir Chapter, M-U-I-R, Chapter, which  
 06:38 8 is Wisconsin. That's how they structure it. And I  
 06:38 9 favor KRM. I favor a Regional Transit Authority to  
 06:38 10 operate it and build it. My primary frustration is  
 06:38 11 that I have been asking when for over a decade, and it  
 06:38 12 is getting very old.

06:38 13 At this stage of the game, all of the  
 06:38 14 technical questions, comments, complaints, and  
 06:38 15 criticisms of the environmental impact statement have  
 06:38 16 been heard, they have been dealt with if people are  
 06:39 17 willing to listen to them, and they have been uniformly  
 06:39 18 shown to be invalid. The EIS pretty much has  
 06:39 19 everything nailed together.

06:39 20 The primary criticism that I know of, the one  
 06:39 21 which most purported to be an analytic analysis, a  
 06:39 22 reasoned analysis, was a publication by a Tom Rubin,  
 06:39 23 R-U-B-I-N, called "Kenosha/Racine/Milwaukee Corridor  
 06:39 24 Transit Service Options, an Investigation and  
 06:40 25 Analysis," in which he proposed that consideration be

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06:40 1 given to express buses. The justification being that  
 06:40 2 the express bus route he proposed would have a much  
 06:40 3 lower capital cost.

06:40 4 Unfortunately, he was not willing to add up  
 06:40 5 the travel times which turn out to be well over twice  
 06:40 6 the travel times required for a train and much longer  
 06:40 7 than the travel times required for a bus.

06:40 8 The bus option, which was considered by  
 06:40 9 SEWRPC, the fundamental problem that Rubin refused to  
 06:40 10 address, is that Racine is 14 miles from the interstate  
 06:41 11 on an east/west road, and you have to get out to the  
 06:41 12 interstate before you can take an express bus, whether  
 06:41 13 or not there is a roadway available for that bus when  
 06:41 14 you get there. That's details.

06:41 15 His other criticisms, frankly, do not hold up  
 06:41 16 under the least bit of evaluation, and I did -- I wrote  
 06:41 17 a report on that, which probably has not been posted.  
 06:41 18 It has been submitted to the Victoria Transit Research  
 06:41 19 Institute. The only difficulties that I see at present  
 06:41 20 are nontechnical. The benefits from a commuter rail  
 06:42 21 benefits all of Southeast Wisconsin and are patently  
 06:42 22 obvious.

06:42 23 When the current mayor was a real estate  
 06:42 24 agent two years ago, he stood there as a potential  
 06:42 25 developer/investor and said, "Let me know when you get

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06:42 1 a train," and drove out of town. Now that he is the  
 06:42 2 mayor, he reports this in terms of \$850,000 in taxes  
 06:42 3 per year that Racine does not get. There are other  
 06:42 4 such things.

06:42 5 In the Caledonia area where I live -- near  
 06:42 6 where I live -- the presence of a train station will  
 06:43 7 cement and anchor the development of commercial  
 06:43 8 activities. There is an area where it can be done, and  
 06:43 9 once the train is running, it will be a matter of not  
 06:43 10 too much time before that area sees a lot of people who  
 06:43 11 like to work where they can get good pay and like to  
 06:43 12 live where there are away from the city, and Caledonia  
 06:43 13 has it.

06:43 14 Right now, getting to Caledonia by car  
 06:43 15 requires well over half an hour from Milwaukee. I know  
 06:43 16 because I used to commute that route to get to downtown  
 06:43 17 Milwaukee. It's more on the order of three-quarters of  
 06:43 18 an hour, and if you get honest, it is more like one  
 06:43 19 hour.

06:44 20 Racine needs the jobs. We hear about that a  
 06:44 21 lot. Racine needs the commercial activity which comes  
 06:44 22 from bringing waged salaries into the area, and if we  
 06:44 23 have a train, people will be able to work in Waukegan.  
 06:44 24 The largest private employer whether in the county of  
 06:44 25 Kenosha is based in Waukegan, Illinois, and they will

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06:44 1 be able to live in Racine and work in Waukegan and  
 06:44 2 south -- Northwestern, who knows what else.

06:44 3 So I'm saying that we need KRM. We need it  
 06:44 4 now. My frustration over this submission can be put  
 06:44 5 down as, "What is the difference between this report  
 06:45 6 and the last one?" And the answer is the FTA says we  
 06:45 7 need it. Well, they needed the last one, too, and I'm  
 06:45 8 sitting here saying that's delay, and Southeast  
 06:45 9 Wisconsin cannot afford any more delays. We are on a  
 06:45 10 downhill slope now.

06:45 11 KRM stands the best chance of changing that  
 06:45 12 though an uphill slope. At one point I evaluated the  
 06:46 13 amount of air pollution generated in Southeast  
 06:46 14 Wisconsin attributed to industrial activity and the  
 06:46 15 amount attributed to automobile traffic, and I was --  
 06:46 16 and the population -- and I was able to work up that an  
 06:46 17 automobile driving for 72 miles generates the  
 06:46 18 equivalent of one job's worth of air pollution on  
 06:46 19 average. That's 1990 and 2000 data, so it could be  
 06:46 20 updated, but it's close to 72 miles.

06:47 21 If you have two people in a household, and  
 06:47 22 they have to drive 35 miles each to get to work and  
 06:47 23 back, which is less than the distance from here to  
 06:47 24 Milwaukee, their automobiles for that household are  
 06:47 25 equal to one job on average.

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06:47 1 KRM is the only way to reduce that connection.  
 06:47 2 In Wisconsin it is patently clear now that we  
 06:47 3 cannot survive if the price of gasoline goes to \$5 a  
 06:47 4 gallon, arguably \$4 a gallon because the cost of fuel  
 06:47 5 oil goes right up with it, and a lot of us stay warm in  
 06:47 6 the winter with fuel oil. The only way to get out of  
 06:47 7 that conflict is to reduce our consumption of oil,  
 06:48 8 reduce our consumption of gasoline. KRM is in the  
 06:48 9 right direction by a wide margin.  
 10  
 11 Jim Hall PE (retired consulting engineer)  
 12 462 Debra Drive, Des Plaines, Illinois 60016  
 13  
 07:02 14 Due to historical precedent, I'm concerned  
 07:02 15 about the effects of cross platform transfer (Kenosha  
 07:02 16 and Waukegan), between the north end of Metra and the  
 07:03 17 south end of the proposed new system, (historical  
 07:03 18 precedent being the death -- the unnecessary death --  
 07:03 19 of the Chicago Aurora and Elgin electric railroad when  
 07:03 20 it was denied continued access to Chicago's loop via  
 07:03 21 the CTA. It was forced to disgorge passengers at  
 07:04 22 Forest Park for a cross platform transfer, and  
 07:04 23 nominally all of its patrons quit riding and the  
 07:04 24 railroad died almost immediately.  
 07:04 25 Because of that, I would suggest that the new

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07:04 1 railroad, whether it's SEWRPC or whoever is running it,  
 07:04 2 planning it, operating it, whatever, go to extreme,  
 07:04 3 extreme lengths to make the transfer as fast,  
 07:04 4 convenient, easy and as invisible as possible by  
 07:05 5 minimizing weather discomfort while transferring  
 07:05 6 platforms, minimizing ticket hassles to get into the  
 07:05 7 new Wisconsin system.  
 07:05 8 Example: No turnstiles that can create line  
 07:05 9 backups. Make it as fast and convenient and easy as  
 07:05 10 possible even to the point of ridiculousness such as  
 07:05 11 bribing the people to do it. Give them a cup of  
 07:06 12 coffee. Give them a donut. Give them a newspaper. I  
 07:06 13 mean, it sound ridiculous, but I'm worried about the  
 07:06 14 cross platform transfer.  
 07:06 15 Toward making the tickets very fast and  
 07:06 16 convenient, I suggest something like a transponder like  
 07:06 17 on the mobile gas station speed pass that only requires  
 07:06 18 a swipe of the pass within four to six inches of the  
 07:07 19 thing. That's very, very fast and convenient. That  
 07:07 20 would shorten your lines, shorten the transfer time and  
 07:07 21 make it convenient or something else that is  
 07:07 22 transponder based.  
 07:07 23 The other thing is I believe that the new  
 07:07 24 railroad system wants to greatly minimize the number of  
 07:08 25 union on-train employees such as ticket collectors by

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07:08 1 keeping the ticketing system for cross transfer  
 07:08 2 passengers, keeping the tickets land based. Keep it on  
 07:08 3 the platform. Then you get to pay for a machine once.  
 07:08 4 You don't have to pay for a union employee -- and I'm  
 07:08 5 prejudiced -- to get overpaid forever, and the new  
 07:08 6 transit system will therefore save a ton of money.  
 07:10 7 It's very, very important to minimize the  
 07:10 8 effect of the Wisconsin winter weather and very hot  
 07:10 9 weather in the summer on cross platform transfers such  
 07:10 10 as maybe keeping the transfer extremely, extremely  
 07:10 11 fast, even if it is very cold or very hot weather or if  
 07:10 12 for any reason that it cannot be extremely, extremely  
 07:10 13 fast like under ten seconds, then consider making a  
 07:10 14 transfer happen inside of a sheltered environment,  
 07:10 15 air-conditioned in the summer, heated or partially  
 07:11 16 heated in the winter.  
 07:11 17 It's just one more way where you are not  
 07:11 18 going to chase people off because they don't want to  
 07:11 19 freeze their butt, put their jacket back on, fry in the  
 07:11 20 summer heat. If you treat them well relative to the  
 07:11 21 very cold and very hot weather, they'll have one less  
 07:11 22 reason to bitch about the transfer. I think that's it.  
 23 (Proceedings concluded at 7:11 p.m.)  
 24  
 25

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1 STATE OF WISCONSIN )  
 2 COUNTY OF MILWAUKEE ) SS:  
 3  
 4  
 5 I, KAREN L. HOWELL, a Registered  
 6 Professional Reporter and Notary Public in and for the  
 7 State of Wisconsin, do hereby certify that the above  
 8 public comments were recorded by me on September 14,  
 9 2009, and reduced to writing under my personal  
 10 direction.  
 11 I further certify that I am not a  
 12 relative or employee or attorney or counsel of any of  
 13 the parties, or a relative or employee of such attorney  
 14 or counsel, or financially interested directly or  
 15 indirectly in this action.  
 16 In witness whereof I have hereunder set  
 17 my hand and affixed my seal of office at Milwaukee,  
 18 Wisconsin, this 18th day of September, 2009.  
 19  
 20  
 21 \_\_\_\_\_  
 22 Notary Public  
 23 In and for the State of Wisconsin  
 24  
 25 My Commission Expires: June 27, 2011.

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 PUBLIC COMMENTS IN RE:  
 -----  
 SOUTHEASTERN WISCONSIN REGIONAL  
 PLANNING COMMISSION  
 OPEN HOUSE PUBLIC MEETING  
 ON KRM DEVELOPMENT  
 -----  
 PUBLIC COMMENTS before KAREN RENEE, Court  
 Reporter and Notary Public in and for the State of  
 Wisconsin, at Reuther High School, 913 57th Street,  
 Kenosha, Wisconsin, on September 15, 2009, commencing at  
 4:30 p.m. and concluding at 7:03 p.m.



735 North Water Street, Suite M185  
 Milwaukee, WI 53202  
 (414) 224-9533  
 (800) 456-9531

1 \* \* \* \* \*

2 I N D E X

3

4 Citizen Comments: Page

5 Mr. Len Brandrup..... 3

6 Mr. William Becwar..... 3

7 Mr. Norman Siler..... 4

8 Ms. Jennifer Jackson..... 5

9 Mr. Michael Aletto..... 6

10 Mr. Ken Specht..... 8

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05:05 1 TRANSCRIPT OF PROCEEDINGS.

05:05 2 MR. LEN BRANDRUP: Absolutely essential

05:06 3 for us to move this project forward. I am in

05:06 4 total support of it. My only concern is to make

05:06 5 sure we have a dedicated funding source. Funding

05:06 6 for not only the KRM, but other public transit

05:06 7 systems in the region.

05:28 8 MR. WILLIAM BECWAR: I came from

05:29 9 Kenosha, and I remember when the trains did run to

05:29 10 Milwaukee. In fact, there were two different

05:29 11 lines when I was much younger. And there were 38

05:29 12 trains daily on just the one line. They used to

05:29 13 advertise that.

05:29 14 I did a little looking around, little

05:29 15 bit of calculation, literally, on the back of a

05:29 16 envelope. The freeway that they're rebuilding out

05:29 17 here will be built into a three-lane

05:29 18 configuration, can carry 31,104 people per day,

05:30 19 that's it. These cars that are up on the

05:30 20 elevation boards are 146-passenger cars. That's

05:30 21 213 carloads or 36 trains. Actually, two less

05:30 22 than that old line had. That's one train every 40

05:30 23 minutes, which is certainly doable. And if you

05:30 24 add one car on that train, you carry another 5,000

05:30 25 people. The two billion that they are using to

05:30 1 repave I94 would not only build the KRM line at

05:30 2 224 million, but also run it for 77 years at 22

05:30 3 million a year. That's what I came up with. We

05:30 4 wouldn't have to worry about it again until 2087.

05:31 5 I would say, definitely build it.

05:34 6 MR. NORMAN SILER: I think it's very

05:35 7 important for us to understand that in Kenosha

05:35 8 there are enormous opportunities for the community

05:36 9 to benefit economically and for greener types of

05:36 10 jobs and greener types of commuting with KRM being

05:36 11 a component of that. We need to have a whole new

05:36 12 way of looking at things here as they have in

05:36 13 other regions.

05:36 14 I spent time in Seattle where they have

05:36 15 sustained their transportation much better than we

05:36 16 have in Southeastern Wisconsin. They have come

05:36 17 close to what Chicago has done for decades,

05:36 18 transit getting to and from the central business

05:36 19 district. That kind of thing once existed in

05:36 20 Southeastern Wisconsin, and we can see what has

05:36 21 happened by relying everything strictly on the

05:36 22 automobile and more lanes. It's becoming too

05:37 23 costly to continue.

05:37 24 That is the essence of my reasoning for

05:37 25 supporting KRM and for supporting the local bus



06:37 1 service that contributes to the success of the  
06:10 2 transit.

06:10 3 MS. JENNIFER JACKSON: I'm a county  
06:11 4 board supervisor in District 20 of Kenosha County.  
06:11 5 When we had our economic summit in 2007, we were  
06:11 6 bleeding jobs and our economic base was depleting  
06:11 7 in Kenosha. It, of course, accelerated in 2008.  
06:11 8 But at the time of our economic summit, there were  
06:11 9 three things that a thriving economic community  
06:11 10 needs that we came up with: One was a trained  
06:12 11 workforce, and one was quality of life issue, and  
06:12 12 the third one was a good mass transit base.

06:12 13 We know we have lots of funding from the  
06:12 14 state to fix the roads and the funding of ARRA,  
06:12 15 but we are having issues with the operating cost  
06:12 16 of mass transit, commuter rail and RTA. I have  
06:12 17 spoken to my legislators in the Governor's office  
06:12 18 on how to fund the operating costs, and everyone  
06:12 19 says it's Scott Walker in Milwaukee. But why  
06:13 20 don't we in the state fund mass transit like we  
06:13 21 fund the roads? If it takes a sales tax or luxury  
06:13 22 tax, then I think that's what we should do. But I  
06:13 23 want to make sure we get our applications into the  
06:13 24 Fed by the end of September so we can start  
06:13 25 building our commuter rail system. Once we get

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06:13 1 the KRM up and running, I think the rest of the  
06:13 2 county will come onboard with any referendum that  
06:13 3 we have to have through the half percent, or  
06:13 4 whatever percent they come up with to fund the  
06:13 5 operating cost. If that goes into a pool of  
06:13 6 funding, that also funds Milwaukee's RTA. I think  
06:13 7 then we will then have a problem passing that  
06:13 8 because I think Milwaukee's RTA is a big problem.  
06:13 9 I think Kenosha has -- how do I say -- I don't  
06:14 10 think Milwaukee County has the right to expect  
06:14 11 Kenosha County sales tax to pay for their  
06:14 12 transportation. Although it's regional  
06:14 13 transportation, if they're going to impose a  
06:14 14 referendum on each county, then that money should  
06:14 15 stay in the county. If it's a statewide  
06:14 16 referendum for all mass transit, then there is no  
06:14 17 problem with it going into a state pool. But if  
06:14 18 it's done per county, it should stay in that  
06:14 19 county. Thank you.

06:16 20 MR. MICHAEL ALETTI: My first question  
06:17 21 is, how are all these communities that are  
06:17 22 involved with the KRM project going to be able to  
06:18 23 agree on one goal to put together without giving  
06:18 24 out special side deals? For example, I have five  
06:18 25 kids, I can't get five kids to agree on anything.

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06:18 1 How are these politicians, these people that are  
06:18 2 trying to make this deal happen, going to make it  
06:18 3 work not really considering that it's good for the  
06:18 4 whole, but only for their own area?

06:18 5 Is this KRM commuter project going to  
06:19 6 take years upon years upon years of valuable time,  
06:19 7 when it is possible to just get a decision in a  
06:19 8 relatively short period of time? For example, the  
06:19 9 Kenosha Casino has been going on with decision  
06:19 10 making for over 20 years. Why can't the  
06:19 11 politicians get together and make a decision? Yes  
06:19 12 or no, either end it or move on. If this was the  
06:19 13 KRM, it's going to be another deal of waiting on  
06:19 14 the sidelines for the politicians to make a  
06:20 15 decision.

06:20 16 My personal opinion, I feel that the  
06:20 17 area does need it. Wisconsin has been devastated  
06:20 18 from loss of manufacturing jobs. The Midwest has  
06:20 19 always been one of the first to come out of a  
06:20 20 recession. Last October, everyone fell off the  
06:20 21 cliff -- wake-up call. The Midwest won't come out  
06:20 22 of the recession as quick because there are no  
06:20 23 jobs. Maybe this will bring activity to our area.  
06:20 24 Either that, or maybe the state -- off the wall --  
06:20 25 should give up its statehood and become a tourist

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06:20 1 area for hunting, taverns, fishing, boating,  
06:21 2 snowmobiling, Packers. That's all I have to say.  
06:21 3 Wisconsin should move forward.

07:02 4 MR. KEN SPECHT: I feel this will be a  
07:02 5 beneficial project for the community, Hopefully,  
07:02 6 all parties will come together and make this work.  
07:02 7 Hopefully, the community will support it and use  
07:02 8 it. Hopefully, there will a positive local impact  
07:02 9 on business growth, job growth. I am looking  
07:03 10 forward to it.

(Proceedings concluded at 7:03 p.m.)

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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )

4

5 I, KAREN RENEE, Notary Public in and for  
 6 the State of Wisconsin, do hereby certify that the  
 7 statements on the record were recorded by me on  
 8 September 15, 2009, and reduced to writing under my  
 9 personal direction.

10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any of  
 12 the parties, or a relative or employee of such attorney  
 13 or counsel, or financially interested directly or  
 14 indirectly in this action.

15 In witness whereof I have hereunder set  
 16 my hand and affixed my seal of office at Milwaukee,  
 17 Wisconsin, this 16th day of September, 2009.

18  
 19  
 20 \_\_\_\_\_  
 21 Notary Public  
 22 In and for the State of Wisconsin

23 My Commission Expires: March 11, 2012  
 24  
 25

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PUBLIC COMMENTS IN RE:

SOUTHEASTERN WISCONSIN REGIONAL  
 PLANNING COMMISSION  
 OPEN HOUSE PUBLIC MEETING  
 ON KRM DEVELOPMENT

RECEIVED  
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PUBLIC COMMENTS before CAROLYN R.  
 KINGSLEY, Court Reporter and Notary Public in and for the  
 State of Wisconsin, at Reuther High School, 913 57th  
 Street, Kenosha, Wisconsin, on September 15, 2009,  
 commencing at 4:30 p.m. and concluding at 7:03 p.m.

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
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05:16 1 TRANSCRIPT OF PROCEEDINGS

05:16 2 MR. LOU MOLITOR: I strongly support KRM

05:16 3 and all its initiatives. I think in order to

05:16 4 promote the whole corridor, especially with

05:16 5 Kenosha County as the heart of the corridor -- and

05:16 6 by the corridor I mean Chicago to Milwaukee I94

05:16 7 corridor -- we need to have transportation

05:16 8 accessible to all citizens. And even though we

05:16 9 have the interstate, not everybody can get out to

05:16 10 the interstate if you don't have a vehicle, and

05:17 11 not everybody can get out to the Amtrak stations

05:17 12 if you don't have a vehicle. So that's why -- I

05:17 13 think the lake -- along the lakeshore, the KRM

05:17 14 line is incredibly necessary as we grow into the

05:17 15 21st century.

05:17 16 I think it brings opportunity not only

05:17 17 for Kenosha residents to head up to Milwaukee to

05:17 18 Summerfest and attend their downtown, but also to

05:17 19 have the Milwaukee residents come down to Kenosha

05:17 20 to visit our lakefront and take part in our

05:17 21 fishery that we have here and see the museums. I

05:17 22 think there's incredible opportunity.

05:17 23 And despite what the opponents may say

05:17 24 about the security problems at train stations, I

05:17 25 think that can be solved with just a little

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05:17 1 oversight of the public. You take a look at  
 05:17 2 Europe, you take a look at Canada, you know, all  
 05:17 3 their train stations are magnificent buildings,  
 05:17 4 and we can make ours too if we just want to and we  
 05:18 5 should. So I strongly support KRM and hopefully  
 05:18 6 we'll go forward.  
 05:18 7 And I would support a funding mechanism,  
 05:18 8 you know, whether it be a half-percent tax or a  
 05:18 9 quarter-percent tax or a tax on rental cars,  
 05:36 10 whatever it may be, but I think we should do it.  
 05:36 11 MR. RAY FORGIANNI: I endorse the  
 05:37 12 environmental impact statement, it's the right  
 05:37 13 thing to do. There certainly needs to be  
 05:37 14 concentration on having as much daily service as  
 05:37 15 possible in the corridor from Milwaukee to  
 05:37 16 Chicago. And I don't know if I have to say more  
 05:37 17 than that, just that it needs to get done.  
 06:11 18 MR. BILL MATELSKI: Unless you can put  
 06:11 19 return on investment in hard dollars, what do you  
 06:11 20 get back for bang for your buck? It's a hard  
 06:11 21 sell. I'm sure we could study other areas in the  
 06:11 22 U.S. that have commuter rail and see what kind of  
 06:11 23 economic development evolved from instituting  
 06:12 24 commuter rail in those communities, and say -- and  
 06:12 25 coming up with some type of return on investment

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06:12 1 factor in dollar terms.  
 06:15 2 MS. RACHEL TROBAUGH: Basically, I think  
 06:15 3 this is a no-brainer, that KRM connecting Chicago  
 06:15 4 through all of the communities to Milwaukee would  
 06:15 5 be a huge advantage for our populations,  
 06:15 6 particularly younger people who will be seeking  
 06:15 7 jobs and who need to have access to other  
 06:15 8 communities from their own. In the long range, if  
 06:15 9 you look 15 to 20 years instead of three to five  
 06:15 10 years, I think that KRM will pay off in the long  
 06:15 11 run.  
 06:18 12 MR. LOUIS RUGANI: I testified  
 06:18 13 previously, but I think that I should add that I  
 06:19 14 work at a radio station, WLIP, AM1050 in Kenosha,  
 06:19 15 where an online poll was taken just over the past  
 06:19 16 year by the morning talk show host, and of all the  
 06:19 17 respondents, 90 percent were in favor of the KRM  
 06:19 18 line proposal.

(Proceedings concluded at 7:03 p.m.)

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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )  
 4  
 5 I, CAROLYN R. KINGSLEY, a Notary Public  
 6 in and for the State of Wisconsin, do hereby certify  
 7 that the above public hearing statements were recorded  
 8 by me on September 15, 2009, and reduced to writing  
 9 under my personal direction.  
 10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any of  
 12 the parties, or a relative or employee of such attorney  
 13 or counsel, or financially interested directly or  
 14 indirectly in this action.  
 15 In witness whereof I have hereunder set  
 16 my hand and affixed my seal of office at Milwaukee,  
 17 Wisconsin, this 25th day of September, 2009.  
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 21 \_\_\_\_\_  
 22 Notary Public  
 23 In and for the State of Wisconsin  
 24  
 25 My Commission Expires: October 18, 2009.

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 PUBLIC COMMENTS IN RE:  
 SOUTHEASTERN WISCONSIN REGIONAL  
 PLANNING COMMISSION  
 OPEN HOUSE PUBLIC MEETING  
 ON KRM DEVELOPMENT  
 -----  
 PUBLIC COMMENTS, taken before KAREN RENEE,  
 Court Reporter and Notary Public in and for the State of  
 Wisconsin, at Milwaukee Transit 909 East Michigan Street,  
 Milwaukee, Wisconsin, on September 16, 2009, commencing  
 at 4:30 p.m. and concluding at 7:04 p.m.



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2230 South Woodward Street, Milwaukee, and I'm particularly concerned that we make the most out of this project and maximize the use of these transportation right-of-ways. Certainly, the second rail in the doublewide right-of-way is very important, but there should also be room to add wind and solar capacity into this right-of-way to electrify the propulsion transportation in this area. There's also the possibility of an interconnect from offshore wind energy coming into play there to allow further electrification of this line.

I think it's also important to include the possibility of elevated pipe rail, pipe rail that is used for roller coaster applications. It requires a series of masts to hold up a truss. The pipe rail systems have been used for over 50 years. There are more than 500 applications in the world, and there is a Greek customer circumstance of this, as seen by tourists, that go around to ride roller coasters at various locations around the world.

I think we should also consider a connector from the freight line west of the shore rail right-of-way to bring the coal up to the Oak

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TRANSCRIPT OF PROCEEDINGS

MR. BRIAN PETERS: My name is Brian Peters. I'm a housing policy advocate at IndependenceFirst, a center for independence serving the Metro Milwaukee area. I am very interested in the KRM proposal because housing and transportation are so closely linked. I am supportive of the KRM proposal because of the benefits it will bring to people with disabilities.

Regarding the environmental impact analysis, one thing that should be taken into consideration is that for people with physical disabilities, such as people who use wheelchairs, it can be difficult to board buses and trains if not designed properly. For instance, many buses and trains, such as Amtrak, take more time for people with wheelchairs to board because of poor design. By contrast, trains such as those used on subways, are much easier. People can essentially roll on and off without any assistance. This should be taken into the consideration of the KRM proposal and design, how people would board and get off. Thank you.

MR. GREGORY FRANCIS BIRD: I live at

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Creek power plant, avoiding coal train congestion on the lakeshore line. That could occur along Ryan Road, which has a wide right-of-way for transportation.

I also think that the numbers for operation and maintenance for rail versus bus doesn't seem right. The bus lane must be wider than a rail lane. The bus lane would require deicing, the deicing chemicals degrade the construction of the lane. There are tires to replace on buses. The various fuel systems, and so on, seem to be more costly than what would be required for rail. And especially if you were to electrify the rail line, the operation should be less.

Also, noticing that it would be important to plan now for the use of the right-of-way. We have the example of a reconstructed rail line from St. Francis to Bay View, which is only a single-rail line, and if that were to be brought up to double-line standard at this point, it would be a costly retrofit. And we need to assume that in the future the population will justify full use of this right-of-way.



06:31 1 It's also been my observation that coal  
 06:31 2 is delivered to the Milwaukee valley plant via  
 06:31 3 ship, and yet, the coal for the Oak Creek Power  
 06:31 4 Plant is delivered via rail. Those rail trains  
 06:31 5 have to come through the very congested Chicago  
 06:31 6 rail network. I know that the rail comes from the  
 06:31 7 western coal fields, and I think there should be  
 06:31 8 some consideration for bringing the coal from the  
 06:31 9 western coal fields to Duluth and then shipping it  
 06:31 10 via water to Oak Creek, avoiding the Chicago  
 06:31 11 congestion.

06:32 12 I also think that consideration should  
 06:32 13 be made for special rail cars that would allow  
 06:32 14 individuals to take certain size personal  
 06:32 15 vehicles, such as hybrid cars, smart cars. The  
 06:32 16 vehicles could be removed or driven off the rail  
 06:32 17 cars and a person could take their personal  
 06:32 18 vehicle to their final destination.

06:32 19 Right now, those are -- one other thing,  
 06:32 20 I think there should be an emergency plan for a  
 06:32 21 crash beginning for some sort of commuter rail  
 06:32 22 program along this line. The number of freight  
 06:32 23 trains that run through there every day does not  
 06:33 24 seem at the maximum. I have not seen the numbers  
 06:33 25 regarding the capacity usage of this rail line.

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06:33 1 and slipping in a commuter rail train, these  
 06:33 2 freight trains would seem to be a very real  
 06:33 3 problem, whether it be some sort of massive effort  
 06:33 4 to reduce carbon from transportation forces or for  
 06:33 5 security reasons if fuel were cut off.

06:33 6 I'd like to see a lot more effort here  
 06:33 7 to produce this, expedite this line.

06:42 8 MR. WILLIAM MOORE: I am the chair of  
 06:44 9 the Transportation and Development Committee of  
 06:44 10 the Great Waters Group of the Sierra Club. In  
 06:44 11 other words, the local Sierra group, and we have  
 06:44 12 been working for a long time to move forward KRM  
 06:44 13 rail, and hopefully, this does move the project  
 06:44 14 forward.

06:44 15 I represent 3,500 people, members, of  
 06:44 16 the four-county area, and we'll be very happy to  
 06:45 17 see KRM rail move forward. While I do feel it's  
 06:45 18 important to have an organization of area-wide  
 06:45 19 planning, the most important thing is starting KRM  
 06:45 20 rail.

06:46 21 I thank the SEWRPC for moving this  
 06:46 22 forward and hope this is the last of the hearing  
 06:46 23 so we can see it happen.

06:54 24 MR. ROBERT WEILAND: I am against the  
 06:54 25 KRM. I would like to see more use of Amtrak as a

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06:54 1 stop, see if it works, or Metra link out of  
 06:54 2 Chicago, and see if that works before you buy an  
 06:54 3 expensive train system.

06:54 4 Also, you could use hybrid buses. CMC  
 06:54 5 runs their utility trucks on the tracks with  
 06:55 6 rubber and metal wheels. Personally, if we could  
 06:55 7 get these hybrid buses on the tracks, they could  
 06:55 8 run down to the Chicago area. They could drive on  
 06:55 9 the tracks and off the tracks.

07:04 10 MR. RICHARD SCHRIENER: I've been  
 07:04 11 attending these hearings for a number of years.  
 07:04 12 I'm an avid supporter of the project, and I hope  
 07:04 13 it gets started soon. It would be a great asset  
 07:04 14 to our community and to our state.

15 (Proceedings concluded at 7:04 p.m.)  
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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )  
 4  
 5 I, KAREN RENEE, Notary Public in and for  
 6 the State of Wisconsin, do hereby certify that the  
 7 above statements on the record were recorded by me on  
 8 September 16, 2009, and reduced to writing under my  
 9 personal direction.

10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any of  
 12 the parties, or a relative or employee of such attorney  
 13 or counsel, or financially interested directly or  
 14 indirectly in this action.

15 In witness whereof I have hereunder set  
 16 my hand and affixed my seal of office at Milwaukee,  
 17 Wisconsin, this 17th day of September, 2009.

18  
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 20  
 21 Notary Public  
 22 In and for the State of Wisconsin

23 My Commission Expires: March 11, 2012  
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 PUBLIC COMMENTS IN RE:  
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 ON KRM DEVELOPMENT  
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PUBLIC COMMENTS before CAROLYN R.  
 KINGSLEY, a Court Reporter and Notary Public in and for  
 the State of Wisconsin, at Milwaukee Transit, 909 East  
 Michigan Street, Milwaukee, Wisconsin, on September 16,  
 2009, commencing at 4:30 p.m. and concluding at 7:04 p.m.

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TRANSCRIPT OF PROCEEDINGS

MS. ALISON HORN: I'm with a group called The Environmental Law and Policy Center, we're a Midwest regional organization with a headquarters in Chicago and an office in Madison, which is where I work. We unequivocally endorse the creation and operation of the Kenosha - Racine - Milwaukee Commuter rail line, and we welcome the leadership role of the Southeast Wisconsin Regional Transit Authority.

KRM commuter rail will increase mobility, decrease global warming pollution and provide a much needed boost to the economy of southeastern Wisconsin. The economies of the Milwaukee and Chicago metropolitan areas are inextricably tied. Diversifying transportation options by adding a commuter rail link would strengthen the regional economy by creating jobs and by spurring economic development.

KRM commuter rail would also be good for the environment, moving people more efficiently between communities than would highway construction. Trains are a more energy-efficient mode of transportation than cars and would allow southeastern Wisconsin to do its part to reduce

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global warming pollution and America's dependence on foreign oil.

With nearly one million jobs within a mile of proposed stations, KRM would provide a reliable, affordable way for the people of southeastern Wisconsin to get to work. In a region with unemployment at 17 percent, well above the national average, KRM could help revitalize the economy by creating or supporting over 71,000 new jobs and pumping over \$550-million into the economy of southeastern Wisconsin, according to a 2007 study by the University of Wisconsin, Milwaukee.

A functional and independent regional transit authority is a necessary and proven way of -- or method of going forward with the commuter rail system. In many cases, political boundaries account for one of the major obstacles to commuter rail systems. Across the U.S., cities that have developed successful commuter rail systems have done so by developing independent transit authorities, most commonly functioning as both the transit funding and operating agencies.

Having an independent coordinated RTA is the best way to go forward with KRM commuter rail,

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05:14 1 because presenting a united front across political  
 05:14 2 boundaries will present the strongest case for  
 05:14 3 receiving New Start funding from the Federal  
 05:14 4 Transit Authority. The time is now to have a  
 05:14 5 strong, independent RTA to provide dedicated  
 05:14 6 funding for KRM commuter rail and other transit  
 05:15 7 programs. Moving forward with these plans would  
 05:15 8 pave the way to a stronger, greener economy for  
 05:15 9 southeastern Wisconsin.

05:17 10 MR. ARTHUR OSELAND: The first, number  
 05:17 11 one, is the time frame for the session, today's  
 05:17 12 session. To me, it seems like it should have been  
 05:17 13 an afternoon and an evening time frame. Because,  
 05:17 14 again, how do you meet the needs of the people  
 05:17 15 that would want to voice something if they're a  
 05:17 16 second-shifter? And there's only evening session  
 05:18 17 meeting. And then the evening session meetings I  
 05:18 18 think are starting too early and ending too early.  
 05:18 19 It should have been between 6:00 and 8:00, so  
 05:18 20 people can make it after hours from work.

05:18 21 And then the location, I think was  
 05:18 22 really inconvenient. Instead of, say, like when  
 05:18 23 Milwaukee County did the airport study, at least  
 05:18 24 they had a more convenient place and more  
 05:18 25 accessible for, say, people to park their cars

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05:18 1 without incurring a cost for parking.

05:18 2 And then let's see, if the continuation  
 05:18 3 of building I794 south, how many would take rail  
 05:18 4 service after that road would be completed? Cost  
 05:19 5 to rehab line switches, station buildings, parking  
 05:19 6 lots, track crossing upgrades with the rubber  
 05:19 7 matting, et cetera. Again, it doesn't seem like  
 05:19 8 there's too much of a cost effectiveness to me to  
 05:19 9 say what the costs really are, you know, estimated  
 05:19 10 cost, but then there's always the overruns.

05:19 11 And then to me they need to fix the  
 05:19 12 current transit problem before you add on to  
 05:19 13 something else. In other words, the shortfalls  
 05:19 14 now with the current Milwaukee County Transit  
 05:19 15 System as well as Kenosha and Racine, the transit  
 05:19 16 systems that are in the hole, you know, you need  
 05:19 17 to fix the infrastructure there first before you  
 05:20 18 want to add or build on without something getting  
 05:20 19 overwhelming.

05:20 20 And then the referendum for sales tax, I  
 05:20 21 thought for sure -- my opinion is that it was  
 05:20 22 supposed to be for typical transit systems, not  
 05:20 23 for rail, when you voted for that referendum. I  
 05:20 24 can't remember based on -- the statement, what it  
 05:20 25 was, based on the voting on the referendum to

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05:20 1 include the word rail systems.

05:20 2 Right now the current infrastructure on  
 05:20 3 current highways and bridges, there's such a need  
 05:20 4 for those needs at the present time; I think more  
 05:20 5 than saying let's work for rail. The other one  
 05:21 6 is, if Metra or Union Pacific, if they think it's  
 05:21 7 so viable, then why don't they pay the cost to run  
 05:21 8 it instead of the taxpayers paying the cost?  
 05:21 9 Again, too many businesses are relying on  
 05:21 10 taxpayers to foot the bill for businesses.

05:21 11 So, basically, that's pretty much my  
 05:21 12 feeling as far as there hasn't been enough open  
 05:21 13 meetings, because it would be interesting to wait  
 05:21 14 to see how many people attend this session,  
 05:21 15 because when County Supervisor Jursik mentioned  
 05:21 16 about the Hoan Bridge project, there was such an  
 05:21 17 overwhelming amount of people coming out. And,  
 05:21 18 you know the way I found out about the KRM thing  
 05:22 19 is by going on her website and finding out about  
 05:22 20 the certain meetings or sessions. And I don't  
 05:22 21 know for sure where else it was publicly  
 05:22 22 publicized as far as an ad in the paper or even  
 05:22 23 in, say, WTMJ TV stations, say, make their little  
 05:22 24 blurb saying, "Here, there's a special public  
 05:22 25 meeting for the KRM." And a lot of times I think

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05:22 1 a lot of people don't understand the whole KRM  
 05:22 2 issue. They see those abbreviations instead of  
 05:22 3 just saying rail service, public transportation.  
 05:22 4 So that's about it, what I can make as far as my  
 05:22 5 viewpoints.

05:28 6 MALE SPEAKER: Kenosha up to Racine --  
 05:28 7 from Kenosha to Milwaukee, for example, had pretty  
 05:28 8 good service as far as rode back and forth and  
 05:28 9 like the head of the old -- of the old Northshore  
 05:28 10 Line or the Chicago Northwestern Line, for  
 05:28 11 example, why did you have to discontinue service  
 05:28 12 in the first place for?

05:28 13 It seems like -- how come they always  
 05:28 14 get -- always have money for, like, freeways, for  
 05:28 15 example, like roads and freeways, for example, and  
 05:28 16 highways, for example, but then can't get it set  
 05:28 17 for let's say rapid transit, for example. It's  
 05:28 18 about time something's done about this type of  
 05:28 19 thing, for example, and fast. You know? Are you  
 05:28 20 with me? That's what's needed just to improve  
 05:29 21 transportation and communication between all of  
 05:29 22 these legs of the city between Milwaukee and  
 05:29 23 Chicago, such as Racine, Kenosha, Zion, Waukegan,  
 05:29 24 Great Lakes and down in Evansville, for example.  
 05:29 25 Otherwise, this seems like it's impossible to go

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05:29 1 from -- it's impossible to run between, let's say,  
05:29 2 Racine, Chicago, for example, or maybe from Great  
05:29 3 Lakes to Milwaukee, for example. Kenosha seems to  
05:29 4 be at the dividing line of commuter services, for  
05:29 5 example. It's a northern point for the Chicago  
05:29 6 system and a southern point for the Milwaukee  
05:29 7 system, for example. Why can't we have service  
05:30 8 run back and forth, you know?

05:30 9 And furthermore, the Amtrak lines, for  
05:30 10 example, why can't we have -- how come there's not  
05:30 11 a stop at Kenosha at Highway 50 and Milwaukee Road  
05:30 12 for passengers going to Kenosha, for example?  
05:30 13 That's also needed, for example. I'm a former  
05:30 14 Kenosha resident, for example, it's very difficult  
05:30 15 -- it's very slow commuting back and forth on that  
05:30 16 Wisconsin Coach Lines, for example.

05:31 17 For what you spend on studies, more  
05:31 18 studies and more studies, they have to study  
05:31 19 everything to death, for example, why isn't  
05:31 20 something done, for example? For the money, they  
05:31 21 could have had a service run between -- another  
05:31 22 line between Milwaukee and Chicago, for example,  
05:31 23 on the Northwestern Line; that's what's really  
05:31 24 needed, for example.

05:31 25 I'm just sick and tired of delays. We

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05:31 1 have been talking about this for the last 20 years  
05:31 2 or more. Heck, we've even been talking about it  
05:31 3 ever since '63 when the Northshore Line went out  
05:31 4 of business, for example. Why could we -- why did  
05:31 5 the government -- why did it -- why didn't they  
05:31 6 get together and get it started, some type of  
05:32 7 interstate transit, Illinois and Wisconsin transit  
05:32 8 to continue the old Northshore, for example? The  
05:32 9 Northwestern Line, for example, heck, they could  
05:32 10 have -- in those days it seems like the CTA could  
05:32 11 have just bought out the old Northshore Line,  
05:32 12 since they all ride on the Chicago EIs anyway --  
05:32 13 or what they got down there, the Metra Line --  
05:32 14 they could have just bought the service for the  
05:32 15 Chicago Northwestern Line in 1970 when they  
05:32 16 couldn't run the service out, that's why the  
05:32 17 Amtrak came in, for example.

05:32 18 Ironically, the Amtrak service was  
05:32 19 supposed to be preserve -- supposed to keep  
05:32 20 passenger service in the United States running,  
05:33 21 for example. The trouble is, ironically, the  
05:33 22 service between Milwaukee and Chicago just went  
05:33 23 downhill, for example, because they decided to  
05:33 24 take the Milwaukee Road way and the Northwestern  
05:33 25 Line, for example, I think they should have took

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05:33 1 the Northwestern Line in the first place, because  
05:33 2 most of the population is along the lakeshore,  
05:33 3 like in Racine and Kenosha and Kenosha and Zion,  
05:33 4 Waukegan, Great Lakes and down in Chicago, for  
05:33 5 example, that's where the population is. A few  
05:33 6 miles out, about five miles out it's only -- it's  
05:33 7 empty countryside for the most part. And it still  
05:33 8 does for the most part, you know? That's about  
05:33 9 all I can think of for now, though.

05:33 10 I've been following this for the last 20  
05:33 11 years or more and it seems like nothing's getting  
05:34 12 done. How come this isn't done? All they want to  
05:35 13 do is just build more freeways, some type of --  
05:35 14 it's just a mismatch of various bus service  
05:35 15 between Milwaukee and various suburbs, for  
05:35 16 example. And most of them -- most of them don't  
05:35 17 run on weekends, for example. If I supposedly had  
05:35 18 a job -- I had to go to someplace, like I had to  
05:35 19 go to Waukesha or someplace, you can't get there  
05:35 20 because the buses don't run, for example. The  
05:35 21 jobs keep expanding out and out, for example.  
05:35 22 Suppose I had a job offer in, let's say, in Oak  
05:35 23 Creek or maybe Brown Deer, I live out east  
05:35 24 downtown, how do I get there, for example? You  
05:35 25 can't get there because you don't have a car. It

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05:36 1 cost money to buy cars, for example. That cost a  
05:36 2 lot of money to buy cars, not just the price but  
05:36 3 the various other costs such as gas, license,  
05:36 4 insurance, that's a -- difficulty parking, you  
05:36 5 can't park on the east side most of the time, you  
05:36 6 know? It's very difficult, you know? It's very  
05:36 7 difficult.

05:36 8 Something needs to be done about this  
05:36 9 type of situation. At least have a better -- at  
05:36 10 least ought to have a better option, let's say, or  
05:36 11 a better choice of public transportation, for  
05:36 12 example, you know? That's about all I can think  
05:36 13 of for now.

05:36 14 It just bugs me because in many cases  
05:36 15 you can't get there from here, for example. The  
05:36 16 city keeps extending out, the population keeps  
05:37 17 extending out and out and out. The trouble is the  
05:37 18 public transportation doesn't follow, for example.  
05:37 19 That's my -- that's my remarks on the subject, for  
05:37 20 example. You can't get there -- you can't get  
05:37 21 there from here.

05:37 22 I question the priority. Furthermore, I  
05:37 23 question the priorities that the government spends  
05:37 24 on things. The type of priorities they spend on  
05:37 25 things, which I think are irrelevant, like a bunch

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05:37 1 of wars and that space agency, for example. I  
 05:37 2 question why do we need these? I think these  
 05:37 3 foreign veterans and the space thing are just  
 05:38 4 luxuries we can't really afford. That's just my  
 05:38 5 opinion of the subject.

06:28 6 MR. DONALD NASGOWITZ: The questions I  
 06:29 7 have or comments would be, how transparent the new  
 06:29 8 organization is going to be. The new Southeastern  
 06:29 9 Regional Transit Authority, whatever, and whether  
 06:29 10 or not the people that are appointed will be --  
 06:29 11 the information will be available to general  
 06:29 12 citizens, basically, their qualifications to be on  
 06:29 13 this and how their voting record is on this  
 06:29 14 authority. In other words, how transparent is the  
 06:29 15 whole organization going to be so that the average  
 06:29 16 citizen can see what they're doing actually.

06:41 17 MR. RICHARD SPANGLER: My only  
 06:41 18 suggestion is you're going to need more stations  
 06:41 19 on the south side. Right now it's proposed Layton  
 06:42 20 and Lincoln, that's way too much space between  
 06:42 21 stations. That's the 4700 block versus the 2300  
 06:42 22 block, way too much space. Maybe I would suggest  
 06:42 23 Howard and Oklahoma.

06:44 24 MR. ROBERT McLEOD: I certainly believe  
 06:45 25 that this project should go forward and as soon as

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06:45 1 possible, and for the following reasons: We have  
 06:45 2 really, really studied this project, this commuter  
 06:45 3 line between here and Kenosha to death. And I  
 06:45 4 think that when all is said and done, it's going  
 06:45 5 to be such a benefit economically -- because that  
 06:45 6 was my specialty in college -- to the populus, the  
 06:45 7 people that are affected in the area and people  
 06:45 8 that are passing through as transit riders, that  
 06:45 9 it's almost a no-brainer. You can talk your head  
 06:45 10 off about these things, and sometimes it goes in  
 06:45 11 one ear and out the other, but for what we're  
 06:45 12 spending on this project, it would be so  
 06:45 13 beneficial in so many ways on so many levels that  
 06:45 14 we have to do it.

06:45 15 I mean, it's just incumbent on us to use  
 06:46 16 our heads and say this is something that has to be  
 06:46 17 done. In this part of southeastern Wisconsin we  
 06:46 18 haven't really done anything in this direction of  
 06:46 19 late that would make sense for ourselves and our  
 06:46 20 future generations, because they're the ones that  
 06:46 21 are really going to benefit from this. What we're  
 06:46 22 doing here is spending not a great amount of money  
 06:46 23 to provide a great future, ongoing infrastructure  
 06:46 24 that everybody will benefit from.

06:46 25 I hope this does come to pass and I hope

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06:46 1 it happens soon. In fact, I was a great believer,  
 06:46 2 because I've been following this thing for almost  
 06:46 3 two decades back now, thinking that it would be  
 06:46 4 done and operable by the time we started doing our  
 06:46 5 I94 south of Milwaukee construction project.  
 06:46 6 Well, here that project has now started at the  
 06:47 7 tune of, what is it, \$2 billion or so, somewhere  
 06:47 8 in that neighborhood, 1.9 to 2.3 are numbers I've  
 06:47 9 heard, and we still haven't got this thing up and  
 06:47 10 running.

06:47 11 And the thing is, it would be so  
 06:47 12 efficacious from the standpoint of good  
 06:47 13 transportation, because it's going to connect with  
 06:47 14 Metra in Kenosha. And I'm seeing in the larger  
 06:47 15 picture that eventually we'll have a commuter line  
 06:47 16 that will run really to downtown Chicago and  
 06:47 17 downtown Milwaukee and all of us will benefit. So  
 06:47 18 I don't want to ramble on here, but I want to  
 06:47 19 state the case that I hope the people that are  
 06:47 20 looking at this will see the large and larger  
 06:47 21 picture of what this kind of transportation  
 06:47 22 project will provide.

06:48 23 One more thing, and I do hope that the  
 06:48 24 politics will not get in the way of this project.  
 06:48 25 Because, again, it's incumbent on all people who

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06:48 1 are in authority in something like this to be able  
 06:48 2 to recognize its value and to move forward on it.  
 06:48 3 I think the Governor here in Wisconsin was correct  
 06:48 4 in vetoing the single RTA on the county level that  
 06:48 5 he did so that the larger picture can be  
 06:48 6 presented, which is a Southeastern Wisconsin  
 06:49 7 Regional Transportation Authority that affects  
 06:49 8 everybody in these counties of Racine, Kenosha and  
 06:49 9 Milwaukee, of course. I am hoping it happens,  
 06:49 10 I'll pray it happens, and with that I'll leave it  
 06:49 11 up to those folks who are in charge and hope they  
 06:49 12 can have the vision to recognize that we have to  
 06:49 13 do this. And like I said at the very beginning  
 06:49 14 here, we have to do it now -- or yesterday.  
 06:49 15 That's all.

06:49 16 (Proceedings concluded at 7:04 p.m.)  
 17  
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 19  
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 22  
 23  
 24  
 25

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1 STATE OF WISCONSIN }  
2 COUNTY OF MILWAUKEE } SS:  
3

4  
5 I, CAROLYN R. KINGSLEY, a Notary Public  
6 in and for the State of Wisconsin, do hereby certify  
7 that the above public statements were recorded by me on  
8 September 16, 2009, and reduced to writing under my  
9 personal direction.

10 I further certify that I am not a  
11 relative or employee or attorney or counsel of any of  
12 the parties, or a relative or employee of such attorney  
13 or counsel, or financially interested directly or  
14 indirectly in this action.

15 In witness whereof I have hereunder set  
16 my hand and affixed my seal of office at Milwaukee,  
17 Wisconsin, this 25th day of September, 2009.  
18

19  
20  
21 \_\_\_\_\_  
22 Notary Public  
23 In and for the State of Wisconsin

24 My Commission Expires: October 18, 2009.  
25

**Appendix B**

**ATTENDANCE RECORDS OF PUBLIC HEARINGS  
HELD SEPTEMBER 14, 15, AND 16, 2009**





Appendix B-1

ATTENDANCE RECORD  
PUBLIC HEARING  
RACINE GATEWAY TECHNICAL COLLEGE, CITY OF RACINE, SEPTEMBER 14, 2009

#145899 v1 - KRM - DEIS Public Hearing Sign-In Sheets

PUBLIC HEARING ATTENDANCE ROSTER

SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

DATE: September 14, 2009  
TIME: 5:00 p.m.  
PLACE: Great Lakes Room  
Racine Building  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, WI 53403

	Name (Please Print)	Agency/Organization	Address	E-mail Address
1.	KEVIN GRIGG	SEWRPC/ AECOM	303 E. WACKER CHICAGO, IL	
2.	Randy Fuchs	AECOM	1210 Fourier Drive, Madison, WI	
3.	EARL Jump		1501 BYRD MAWR AVE	
4.	Michael V. Miller		4901 Byrd Ave	
5.	John K. Magee	TRANSIT NOW & Co	719 Villa ST.	
6.	Michelle M. Freeman	Student/Parkside	225 E Market St #2 Burlington	
7.	NORMAN SCHOMMER	RACINE RAIDERS FOOTBALL	2352 MEACHER ST RACINE WI	
8.	DUSTY BLOK	RACINE BOST. CO	600 21ST ST #4	
9.	STEVEN B. PRALON	RACINE	1427 ROSA LINDA AVE	
10.	Jessica Lawert	WDNR	2300 N. Dr. ML King Jr. Dr.	
11.	Rep Cory Mason	ADOC	3611 Kinzie Ave 53405	
12.	BOB K. QUINN	DEW ROSE CAPITAL VENTURES	1427 THURSTON AVE 53405	
13.	JEFF SCHULTZ	RUSD	1707 S HOOP ST RACINE W 53409	
14.	Melissa H. Warner	SEGG Sierra Club	4444 N Green Bay Rd Racine 53404	
15.	Glenn Genschke		1817 Carroll Ct	
16.	Rob Scholtz	self	4025 Sheridan Rd #4	
17.	Mary Schroeder	self	617 Hagerer St.	
18.	<del>AL DAVENPORT</del>	SELF	4332 N G.B. RD.	
19.	ALEX TREVINO, JR	SELF	1528 N. 6TH STREET	
20.	ERIC LYRDE	SEWRPC		
21.	Hannette Harpole	Self / Community for Racine	1030 Wisconsin Ave Racine 53403	
22.	Ryan Gleason	Community for Change	5702 Cambridge Ln #6 Racine 53406	
23.	Joyce Firebaugh	self	6840 NW Ave. Racine 53408	
24.	Terry Mc Carthy		317 West Blvd 53405	
25.	Glen A. Halbe	self	1736 Park Ave 53403	
26.	Tom Egg	City of Racine	730 Washington Ave 53403	
27.	Koreas MacCaughey	self	3732 Ruby Ave. 53402	
28.	Judene Stalick		718 Lake Ave 53403	
29.	Kerry Thomas	Transit (NW)	PO Box 5105, Sussex WI 53089	
30.	El Styanovich		2618 Grove Ave Racine 53405	
31.	Garrett Burns		5916 Finch Lane Racine	
32.	Mercedes Deintelata		609 7th St. Racine	
33.	Jimmie Stryer		2045 Franklins +	

PUBLIC HEARING ATTENDANCE ROSTER

SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

DATE: September 14, 2009

TIME: 5:00 p.m.

PLACE: Great Lakes Room  
Racine Building  
Racine Gateway Technical College  
901 Pershing Drive  
Racine, WI 53403

Name (Please Print)	Agency/Organization	Address
34. Laura Knudson		315 Augusta St.
35. Daniel Bogacz		315 Augusta St. Racine
36. Steven Bogacz		315 Augusta St.
37. Martha Hutsick		4502 Harvest Lane
38. Carolyn Braun		141 Main St. Unit 304
39. Steve Torosian		1244 Grove Ave
40. Amy Canfield	AECOM	1210 Fourier Dr. Madison, WI 53717
41. Curt Pruitt	REGENCY MALL	WINDY POINT 53402
42. Nancy Gannon	OSWUC Social Concerns Comm.	1129 Park Ave 53402
43. Rob Gannon	" " " "	1129 PARK AVE 53403
44. Norm Siler		PO Box 278 Somers WI 53171
45. Donna Peterson		810 Sycamore 53406
46. Glenda Alexander	CAC	2006 Washington ave 53403
47. Jeffrey B. Badstuber	-	
48. Mahal Quance	-	3057 MEYER CT 53406
49. Mary Tolero	C4C	4409 Patzke Rd 53405
50. Robert Holbrook	ABQ INVESTMENTS	5280 Douglas Ave
51. CHRIS REWICK	RACINE COUNTY	1717 TAYLOR AVE
52. Alison Droter	Student	9410 Wane Drive
53. Jeff Van Ransingh	IBEW 430	3727 Regency DR
54. Steve Adams	SEWRPC	
55. Nicola Ajello	Community for Change / West 6th St Assoc	1528 W 6th St.
56. John Polodna		2440 MARK RD E
57. Barbara Stablaski		1109 Willmor St.
58. CHLOE BREWER	St Johnson	1425 Howe St. Racine
59. Ron Thomas	AFL-CIO	1429 Lombardi Ave Racine
60. Barry Neller	Retired	612 Monticue Ave
61. Jay Warner	Ski Club - SEGS	4444 N. Green Bay Racine, WI 53404
62. Beverly Halbe		1736 Park Avenue Racine 53403
63. CAROLINE A. GRACE	RETIRED	4854 WILDLIFE DR RACINE 53403
64. Morris S. Reece	-	800 Center St. City of Racine
65. Jane Dickson		2819 Village Green E Racine
66. James Waters		
67. Major Dicks		
68. Celestine Lusiter	CITIZEN	2100 Kearney Ave, Racine WI 53403
69. Rita Rinelli	"	1852-22nd Ave, Kenosha, WI 53140

**PUBLIC HEARING ATTENDANCE ROSTER**  
**SOUTHEASTERN WISCONSIN**  
**REGIONAL PLANNING COMMISSION**  
**KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT**

DATE: September 14, 2009  
 TIME: 5:00 p.m.  
 PLACE: Great Lakes Room  
 Racine Building  
 Racine Gateway Technical College  
 901 Pershing Drive  
 Racine, WI 53403

	Name (Please Print)	Agency/Organization	Address	E-mail Address
70.	<i>allison</i> Raymond DEHAHN	city of Racine	2706 DIANE AVE Racine 53404	
71.	Kathleen R. Zabloney	citizen	7421 Fortyacre Rd. Frankville 53126	
72.	MARYANN M GRUBBER	"	6507 Spring St #103 Mt Pleasant 53406	
73.	LINDA MEREDITH		3012 FOUR MILE RD RACINE W 53406	
74.	Jan Verber		718 Lake Racine 53403	
75.	Mary Lofty	citizen	4825 Richmond Dr R 53406	
76.	MARK M GIESE	"	1520 BRYN MAWR AVE RACINE 03	
77.	Carl Lassiter	citizen	2100 Kearney Avenue Racine 03	
78.	<del>Mark</del> Manuic Spain		110 Kamilton street 53404	
79.	LOUIS (RUBAN)	KATC	4526 29 avenue Kenosha WI 53140	

**STAFF PRESENT**

SEWRPC

Kenneth R. Yunker.....Executive Director  
 Christopher T. Hiebert .....Chief Transportation Engineer  
 Eric D. Lynde.....Transportation Planner/Engineer  
 Jason Biernat.....Intern  
 Stephen P. Adams.....Public Involvement and Outreach Manager

Martinsek and Associates

Kris Martinsek  
 Roger Kay

AECOM

Kevin Grigg  
 Randy Fuchs  
 Amy Canfield

Appendix B-2

ATTENDANCE RECORD  
PUBLIC HEARING  
KENOSHA REUTHER HIGH SCHOOL, CITY OF KENOSHA, SEPTEMBER 15, 2009

#148899 v1 - KRM - DEIS Public Hearing Sign-in Sheet

PUBLIC HEARING ATTENDANCE ROSTER

SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

DATE: September 15, 2009

TIME: 5:00 p.m.

PLACE: Gymnasium  
Reuther High School  
913 57th Street  
Kenosha, WI 53140

Name (Please Print)	Agency/Organization	Address	E-mail Address
1. <i>Phyllis</i>			
2. CAROLYN HENRY	SIERRA CLUB	7801 88 <sup>th</sup> AVE #267 P. Prairie	
3. JAMES W SMITH	Town of Somers	2511 - 13 <sup>th</sup> St	
4. Karen Quandt		5121-20 Ave Kenosha	
5. BOB FAELAK		P.O. Box 341055 Milwaukee 53234-1055	
6. William Beecher		4152 N 96 <sup>th</sup> St Wauwatosa, WI 53222	
7. Kerry Thomas	Transit Now	P.O. Box 565 Sussex WI 53089	
8. Rachel Trobach	Dem Party of Racine Co.	3027 Major Ct. #4 Racine WI 53406	
9. Robert [unclear]	" " " " "	" " " " " " " "	
10. Michael Alitto	Honors	777 S. Sheridan Rd Racine WI 53403	
11. Len Branding	City of Kenosha	9303 39 <sup>th</sup> Ave	
12. Muehle Alan	Kenosha Now	5800 7 <sup>th</sup> Ave	
13. Ray Forgione	Kenosha Common Markets	8731 - 4 5 <sup>th</sup> St	
14. Mark Johnson	Schlag Inc.	530-49 <sup>th</sup> Hwy / 5915-6 <sup>th</sup> Ave A - Kenosha	
15. Ferrit [unclear]	City of Kenosha	625-52 <sup>nd</sup> St 53140	
16. John + Linda Strauss		3508 115 <sup>th</sup> St., PP. 53158	
17. John Strauss			
18. Jill Stamerchild	3529-28 <sup>th</sup> Ave		
19. Paula [unclear]	AECOM	303 E Wacker	
20. Leah Blayh		8355 57 <sup>th</sup> Ave	
21. Lou Motitor	Kenosha Area Chamber of Commerce	600 52 <sup>nd</sup> St #130	
22. Norman Siler		70 Box 278 Somers WI 53171	
23. Gary Foyle	AECOM	303 E. Wacker Chicago IL	
24. Bill Motl SE		5720 Woodland Hills Dr.	
25. Ben Harbach	Town of Somers	900-100 <sup>th</sup> Ave Kenosha 53144	
26. Michelle Stanic		4802 25 <sup>th</sup> Ave Kenosha WI 53140	
27. Rick L. Nelson		7767 105 <sup>th</sup> Ave Pleasant Prairie, WI	
28. Patricia A Nelson		" "	
29. Jennifer Jackson	Kenosha County	1010 66 <sup>th</sup> St	
30. Ken Specter	RESIDENT?	7813 7 <sup>th</sup> Ave Suite 2 Kenosha, WI 53143	



**PUBLIC HEARING ATTENDANCE ROSTER**  
**SOUTHEASTERN WISCONSIN**  
**REGIONAL PLANNING COMMISSION**  
**KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT**

DATE: September 15, 2009

TIME: 5:00 p.m.

PLACE: Gymnasium  
 Reuther High School  
 913 57th Street  
 Kenosha, WI 53140

	Name (Please Print)	Agency/Organization	Address	E-mail Address
31.	Louis Rugani	Self	4526 89 Avenue Kenosha WI 53140	
32.	David P. Bold	Self	5533 16 <sup>th</sup> Ave Kenosha	53140
33.	Andrew Moore	K.U.S.D.	2850 87ST HDL	Shirley 53177
34.	Eric Lynde	SEWRPC		

STAFF PRESENT

SEWRPC

Kenneth R. Yunker.....Executive Director  
 Christopher T. Hiebert .....Chief Transportation Engineer  
 Eric D. Lynde.....Transportation Planner/Engineer  
 Ajibola Ayanwale .....Intern

Martinsek and Associates

Kris Martinsek  
 Roger Kay

AECOM

Kevin Grigg  
 Randy Fuchs

Appendix B-3

ATTENDANCE RECORD  
PUBLIC HEARING  
DOWNTOWN TRANSIT CENTER, CITY OF MILWAUKEE, SEPTEMBER 16, 2009

#145899 v1 - KRM - DEIS Public Hearing Sign-In Sheets

PUBLIC HEARING ATTENDANCE ROSTER

SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

DATE: September 16, 2009  
TIME: 5:00 p.m.  
PLACE: Harbor Lights Room  
Milwaukee Downtown Transit Center  
909 East Michigan Street  
Milwaukee, WI 53202

	Name (Please Print)	Agency/Organization	Address	E-mail Address
1.	Peter Reizen	MMAA	758 N. Milwaukee St	
2.	Victoria Gregoire-Hess		3624 N. Sherman Blvd	
3.	ARTHUR OSEZAND		6206 S. ILLINOIS AV	
4.	Al Stonek	WisDOT	Milcom	
5.	MYRTLE KASTNER		1129 N. JACKSON ST. #1107	
6.	Don Casanova	DCD	2515 N. FREDERICK AVE #3202 BROWN DEPT. OF TRANSPORTATION MILWAUKEE, WI 53211	
7.	Ellen Snyder		1933 N. Prospect Ave, Milwaukee, WI 53209	
8.	Andrew [unclear]	BBCM	Home Address: 9418 N. Green Bay Rd. APT. 247	Brown Dept, WI 53209
9.	Ken Gil	City of	300 W. Sunnyside Dr. O.S.	
10.	Marcus White	Greater MilW Frdn	101 W. Pleasant #55812	
11.	MICHAEL SMITH		1930 N. PROSPECT AVE APT #31	
12.	D. McAdell		209 E. June Ave #305	
13.	RICK SPANGLER		2626 S. COSSAINE #211	
14.	Alison Horn	Environmental Law + Policy Center	222 S. Hamilton St. #14	Milwaukee, WI 53203
15.	Kelly Enders		4460 N. Oakland Ave #21	MKE 53211
16.	Al Beck	SFWRPC		
17.	Don & Diane		418 N 3RD ST	
18.	CRAIG HOLL		19630 W. GRAMM ST 53151	
19.	Karen Schmechel	WisDOT	SE Region	
20.	Ellen [unclear]	Milwaukee Rail Transit Advocates	2539 N. 7th St. 53213	
21.	Brian Petels	Independence Frdn	590 S. 1st Street	
22.	MICHAEL J. MAIERLE	MILW. DEPT. OF CITY DEVELOPMENT	2018 E. GREENWICH AVE. MILW.	
23.	LARRY KUMERO			
24.	Tom Rave	THE GARWIN TO MKE	801 W LAYTON AV 53221	
25.	Gregory E. Biv		2230 S. VAN DYKE ST. 53207	
26.	Joe Santolucito	Milw. Co Board	901 N. 9th St.	
27.	Sonia Dobielczyk	SFWRPC		
28.	Gregory PASTOR	CITY OF MILWAUKEE	809 N BROADWAY 53202	
29.	Margaret Bank		2561 S. CLEMENT	
30.	Robert L Goss	CITY OF CUBAGO	5050 S. LAKE DR.	
31.	Scott Lutz, Ken		4124 S Regal Manor Ct New Berlin WI 53151	
32.	Pat Clements	ATU Local 998	734 N. 26th	MILWAU 53233
33.	Alan Simaris	ATU Local 998	734 N. 26th	Milwaukee 53233

PUBLIC HEARING ATTENDANCE ROSTER

SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION

KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT

DATE: September 16, 2009

TIME: 5:00 p.m.

PLACE: Harbor Lights Room  
Milwaukee Downtown Transit Center  
909 East Michigan Street  
Milwaukee, WI 53202

Name (Please Print)	Agency/Organization	Address	
34. Marty Wall	CITIZEN	5705 W. TRENTON	MILWAUKEE, WI 53202
35. RICHARD SCHREINER	CITIZEN	912 E PLEASANT ST	MILWAUKEE, WI 53202
36. JENANN OLSEN			JENANN.OLSEN@ATT.NET
37. Peter Minnuller	WDNR		pete.minnuller@wisconsin.gov
38. LARA SANDLER	MILW. JOURNAL SENTINEL	333 W. STATE ST MILWAUKEE 53201	lsandler@journalonline.com
39. LARRY ANAS-SARA	ATU Local 998	734 W. 26th MILWAUKEE 53223	legislative_director@atu998.org
40. Paul A. Binyu		2546 N. 65th St. Kenosha WI 53213	
41. Nathan Lunn			
42. ALI KOPYT	QUORUM ARCHITECTS	3112 W. HIGHLAND BLVD	ALI@QUORUMARCHITECTS.COM
43. Jarrod Blaschko		924 E Juneau Ave #223	blaschko21@hotmail.com
44. Kathy Krenz	Mills Christian Academy	700 W Michigan Avenue St 100	vk1586@johco.com
45. Robert H Weiland Jr	MPNA	3033 W. Mt. Vernon Ave	None
46. ROBERT J. McLENN	WIS ARP ex AMERICAN ENGR	835 N. 60th St. MILWAUKEE 53213	
47. Cheri Briscoe	Sierra Club	2016 E. Windsor Pl MILWAUKEE 53202	
48. John Lunn		5690 N Dexter Wauwatosa WI 53209	
49. Dave Brown	SE Region WisDOT Planning	MILWAUKEE Wisconsin WI 53184	
50. BILL MOORE	SIERRA CLUB	4260 S. VICTORIA CIR. NEW BEAUN WI 53151	
51. Eric Lynde	SEWRPC		

STAFF PRESENT

SEWRPC

- Kenneth R. Yunker.....Executive Director
- Christopher T. Hiebert.....Chief Transportation Engineer
- Albert A. Beck\*.....Principal Engineer
- Sonia Dubielzig\*.....Senior Planner
- Eric D. Lynde.....Transportation Planner/Engineer
- Stephen P. Adams.....Public Involvement and Outreach Manager
- Gary Korb.....Regional Planning Educator

Martinsek and Associates

- Kris Martinsek
- Roger Kay

AECOM

- Kevin Grigg
- Randy Fuchs
- Gary Foyle

\*Did not work the hearing.





**Appendix C**

**COMMISSION ANNOUNCEMENTS OF PUBLIC HEARINGS HELD IN SEPTEMBER 2009  
AND SUMMARY MATERIALS DISTRIBUTED AT THOSE HEARINGS**



PAID NEWSPAPER ADVERTISEMENTS



**Public Hearings for KRM Draft Environmental Impact Statement**

**All Public Hearings: 5:00-7:00 p.m.**  
Presentation at each: 5:45 p.m.

**Monday, September 14, 2009**  
Great Lakes Room, Racine Building  
Racine Gateway Technical College  
901 Pershing Drive, Racine

**Tuesday, September 15, 2009**  
Gymnasium  
Kenosha Reuther High School  
913 57th Street, Kenosha

**Wednesday, September 16, 2009**  
Harbor Lights Room  
Milwaukee Downtown Transit Center  
909 E. Michigan Street, Milwaukee

You are invited to attend public hearings on the Draft Environmental Impact Statement (DEIS) for proposed improvements in transit service between the cities of Kenosha, Racine, and Milwaukee (KRM), with connections to existing transit service serving the Chicago area. The preferred alternative transit service is commuter rail, with stops in the communities of Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy, and Milwaukee (one downtown and one south side).

The hearings will be in "open house" format, allowing you to attend at any time from 5:00 to 7:00 p.m. Court reporters will be available to record oral comments. Written comments may be submitted at each event, or by U.S. mail, email, or fax **through October 5, 2009**.

Information will be available on alternatives and project location, costs and benefits, and environmental impacts. The DEIS, a newsletter, and other information are available at [www.KRMonline.org](http://www.KRMonline.org).

**Accessibility:** All hearing locations are handicapped accessible. Persons with special needs are asked to contact the SEWRPC office at (262) 547-6721 a minimum of 72 hours before the hearings so that appropriate arrangements can be made.

*Southeastern Wisconsin Regional Planning Commission*  
P.O. Box 1607, Waukesha, Wisconsin 53187-1607  
Telephone: (262) 547-6721 Fax: (262) 547-1103 Email: [KRMonline@sewrpc.org](mailto:KRMonline@sewrpc.org)



**Audiencias Públicas de la Declaración en el Bosquejo de KRM sobre el Impacto Ambiental**

Las audiencias Públicas: 5:00-7:00 p.m.  
Presentación en cada una: 5:45 p.m.

**Lunes 14 de septiembre de 2009**  
Salón en Great Lakes, Edificio del Colegio Técnico de Racine Gateway  
901 Pershing Drive, Racine

**Martes 15 de septiembre de 2009**  
Gimnasio  
Escuela Superior de Reuther en Kenosha  
913 57th Street, Kenosha

**Miércoles 16 de septiembre de 2009**  
Salón Harbor Lights  
Milwaukee Downtown Transit Center  
909 Este de la Calle Michigan, Milwaukee

Usted es invitado/a asistir a las audiencias públicas de la Declaración en el Bosquejo sobre el Impacto Ambiental (Draft Environmental Impact Statement DEIS) para las mejoras propuestas en el servicio de tránsito entre las ciudades de Kenosha, Racine, y Milwaukee (KRM), con las conexiones que ya existen en el servicio de tránsito en el área de Chicago. La alternativa preferida de servicio de tránsito es vías de viajeros, con paradas en las comunidades de Kenosha, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy, y Milwaukee (el centro de la ciudad y el lado Sur).

Las audiencias serán en un formato de "casa abierta", permitiendo que usted asista a cualquier hora entre las 5:00 y las 7:00 p.m. Reporteros de la Corte estarán disponibles para grabar cualquier de los comentario oral. Comentarios escritos pueden ser sometidos en cada evento, o por correo, correo electrónico, o fax hasta el **5 de octubre de 2009**.

Información estará disponible en locales alternativos y localización del proyecto, costo y beneficios, e impactos ambientales. El DEIS, boletín, y otra información están disponibles en [www.KRMonline.org](http://www.KRMonline.org).

**Accesibilidad:** Todos los locales de las audiencias son accesibles por personas incapacitadas. A las personas con necesidades especiales se les pide que se comuniquen con la oficina de SEWRPC al (262) 547-6721 un mínimo de 72 horas antes de las audiencias para que arreglos apropiados puedan ser hechos.

*Southeastern Wisconsin Regional Planning Commission*  
P.O. Box 1607, Waukesha, Wisconsin 53187-1607  
Telephone: (262) 547-6721 Fax: (262) 547-1103 Email: [KRMonline@sewrpc.org](mailto:KRMonline@sewrpc.org)

Milwaukee Community Journal  
September 1, 2009

The Insider News  
September 1, 2009

El Conquistador  
September 4, 2009

Milwaukee Courier/Star  
September 5, 2009

Kenosha News  
September 7, 2009

Milwaukee Journal Sentinel  
September 7, 2009

Racine Journal Times  
September 7, 2009

El Conquistador  
September 4, 2009

PRESS RELEASE AND LIST OF MEDIA OUTLETS

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 •

TELEPHONE (262) 547-6721

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WAUKESHA



## News Release

August 31, 2009  
Release No. 09-03

FOR IMMEDIATE RELEASE



For more information: Contact  
**Kenneth R. Yunker, Executive Director**  
Southeastern Wisconsin Regional  
Planning Commission  
(262) 547-6721 or [kyunker@sewrpc.org](mailto:kyunker@sewrpc.org)

### DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR KENOSHA-RACINE-MILWAUKEE (KRM) COMMUTER RAIL COMPLETED

A Draft Environmental Impact Statement has been completed for the KRM Commuter Link project, and is now available for public comment. Public hearings will be held on September 14, 15, and 16 in Kenosha, Racine, and Milwaukee, respectively, to allow residents to familiarize themselves with the KRM study findings and comment on the work performed to date. A newsletter is available which summarizes the KRM transit alternatives analysis and Draft Environmental Impact Statement. The newsletter includes descriptions of the alternatives considered and the selected locally preferred alternative, a summary of the costs and benefits of the commuter rail alternative, and the next steps for the project. The newsletter, a schedule of the public hearings, and more information on the project are available at [www.KRMonline.org](http://www.KRMonline.org).

At the upcoming public hearings, staff will be available in an “open house” format from 5:00 p.m. to 7:00 p.m. to individually answer questions. A brief presentation will be given at 5:45 p.m. and court reporters will be available each evening to record comments from individuals. All are invited to attend, learn more about the project, and provide feedback and comments. Written comments may also be submitted through October 5, 2009. Contact information to submit a comment or obtain additional information is:

E-mail: [KRMonline@sewrpc.org](mailto:KRMonline@sewrpc.org)  
Phone: (262) 547-6721  
Fax: (262) 547-1103  
Mail: W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, WI 53187-1607



The Draft Environmental Impact Statement has been approved to be released to the public for review by the Federal Transit Administration (FTA), and filed according to the State and National Environmental Policy Acts. The document describes the range of commuter rail and bus alternatives considered, the affected environment, and an analysis of the environmental impacts of each alternative in the Kenosha-Racine-Milwaukee corridor. The analysis includes the effects on land use, noise, vibration, and air quality, as well as impacts on natural resources such as ecosystems and water resources.

The KRM transit alternatives analysis and Draft Environmental Impact Statement have been conducted by an Intergovernmental Partnership consisting of the Counties and Cities of Kenosha, Racine, and Milwaukee, the Wisconsin Department of Transportation, and the Southeastern Wisconsin Regional Planning Commission. The Regional Planning Commission has acted as the project manager for the studies at the request of the Intergovernmental Partnership. A Steering Committee consisting of staff of the Intergovernmental Partnership selected the commuter rail alternative as the preferred alternative in November 2006, as did the temporary Southeastern Wisconsin Regional Transit Authority created in the 2005-2007 State budget to provide recommendations to the Governor and State Legislature regarding public transit and commuter rail operations and funding. The Southeastern Regional Transit Authority created by the Governor and State Legislature in the 2009-2011 State budget has the authority for any further steps for advancing the KRM commuter rail, including whether to apply to the Federal Transit Administration for approval to advance the project into preliminary engineering and a potential Federal discretionary capital grant.

[Note: Attached to this news release is the newsletter which lists the dates and locations of the scheduled public hearings and provides information on the KRM Commuter Link project.]

# # #

# 146657 v4  
KRY/GKK/EDL

KRM MEDIA LIST -- FOR 8/31/09 NEWS RELEASE

Type	Name	Title	Media	Address	City	State	Zip	E-Mail	Fax
Paper	Craig Swanson	City Editor	Kenosha News	5800 7th Avenue	Kenosha	WI	53140	cswanson@kenoshanews.com	
MAJOR	Larry Sandler	Transportation	Milwaukee Journal Sentinel	333 W. State Street	Milwaukee	WI	53203	lsandler@journalssentinel.com	
	Gary Krentz	Sr. Editor – Local News	Milwaukee Journal Sentinel	333 W. State Street	Milwaukee	WI	53203	gkrentz@journalssentinel.com	
	Michael Juley	Racine County News Bureau Editor	Milwaukee Journal Sentinel	P.O. Box 371	Milwaukee	WI	53201	mjuley@journalssentinel.com	
	Steve Lovejoy	Editor	The Journal Times	212 Fourth Street	Racine	WI	53403	steve.lovejoy@lee.net	
	Tom Farley	News Editor	The Journal Times	212 Fourth Street	Racine	WI	53403	tfarley@journaltimes.com	
Paper	Katherine Keller	Desk Supervisor	Associated Press/Milwaukee	918 N. Fourth Street	Milwaukee	WI	53203	apmlw@ap.org	262-225-3599
MINOR	Roxanne Mass	Editor	Bay View Compass	P.O. Box 070645	Milwaukee	WI	53207	editor@bayviewcompass.com	
	Mark Maley	Editorial Assistant	Burlington Standard Press	140 Commerce Street	Burlington	WI	53105	roxanne@standardpress.com	
		Editor in Chief	CNI Newspapers	1741 Dolphin Dr., Ste A	Waukesha	WI	53186	mmaley@cnihow.com	
		Editor	Marquette Tribune	PO Box 1881	Milwaukee	WI	53201	marquettetribune@hotmail.com	
		Editor	MATC Times	700 W. State St.	Milwaukee	WI	53233	thetimes@matc.edu	
	Dominique Paul Noth	Editor	Milwaukee Labor Press	633 S. Hawley Rd.	Milwaukee	WI	53214	laborprs@execpc.com	414-771-0509
	Bruce Murphy	Editor	Milwaukee Magazine	417 E. Chicago St.	Milwaukee	WI	53202	bruce.murphy@ag.com	414-273-0016
	Louis Fortis	Editor	Shepherd Express Metro	207 E. Buffalo St., Ste 410	Milwaukee	WI	53202	editor@shepherd-express.com	414-276-3312
	Andrew Weiland	Managing Editor	Small Business Times	126 N. Jefferson St., Ste 403	Milwaukee	WI	53202	andrew.weiland@biztimes.com	414-277-8191
	Rich Rovito	Transportation	The Business Journal	600 W. Virginia, Ste. 500	Milwaukee	WI	53204	rrovito@bizjournals.com	
	Sean Ryan	Reporter	The Daily Reporter	225 E. Michigan St., Ste. 540	Milwaukee	WI	53202	sean.ryan@dailyreporter.com	414-276-8075
	Mark Onosko	Editor	The Labor Paper	3030 39th Avenue	Kenosha	WI	53144	laborpaper@email.com	
	Jonathan Anderson	Editor Chief	UWM Post	PO Box 413, Union Box 88	Milwaukee	WI	53201	post@uwm.edu	414-229-4579
	Dave Paulsen	Editor	Waterford Post	300 E. Main St.	Waterford	WI	53185	patb@southernlakesnewspapers.com	
	Annette Newcomb	Editor	Westosha Report	147 E. Main St.	Twin Lakes	WI	53181	Annette@westosha.com	262-877-3619
Paper	Victor Huyke	Publisher	El Conquistador	3206 W. National Avenue	Milwaukee	WI	53215	conquistador@bizwi.rr.com	414-383-8885
Minority	Thomas Mitchell	Editor	Milwaukee Community Journal	3612 N. Martin Luther King Dr.	Milwaukee	WI	53212	editorial@communityjournal.net	414-265-1536
	Faihe Colas	Associate Publisher	Milwaukee Courier/Star	2003 W. Capitol Drive	Milwaukee	WI	53206	milwaukeecourier@aol.com	414-449-4872
	Ken Lumpkin	Publisher	The Insider News	1661 Douglas Avenue	Racine	WI	53158	insider@wi.net	262-619-3135
	Robert Miranda	Editor	The Milwaukee Times	1936 N. Martin Luther King Dr.	Milwaukee	WI	53212	miltimes@gmail.com	414-263-4445
Other	Andy Tarnoff	Editor	The Spanish Journal	719 S. 6 <sup>th</sup> Street	Milwaukee	WI	53204	miranda@wi.rr.com	414-271-5999
MAJOR	Jeff Mayers	Editor and President	Wheeler Reports, Inc.	1930 E. North Ave., 2 <sup>nd</sup> Floor	Milwaukee	WI	53202	andy@staff.onmilwaukee.com	414-272-0557
	Mike Kristof	News Bureau Chief	WisPolitics Publishing	111 W. Wilson St. #UL-11	Madison	WI	53703	wheeler@thewheelerreport.com	
Other		News Bureau Chief	Metro Networks, Inc.	14 W. Mifflin St., Ste. 308	Madison	WI	53703	staff@wispolitics.com	
MINOR				633 W. Wisconsin Ave., Ste. 1910	Milwaukee	WI	53203	mike_kristof@metronetworks.com	414-276-7108



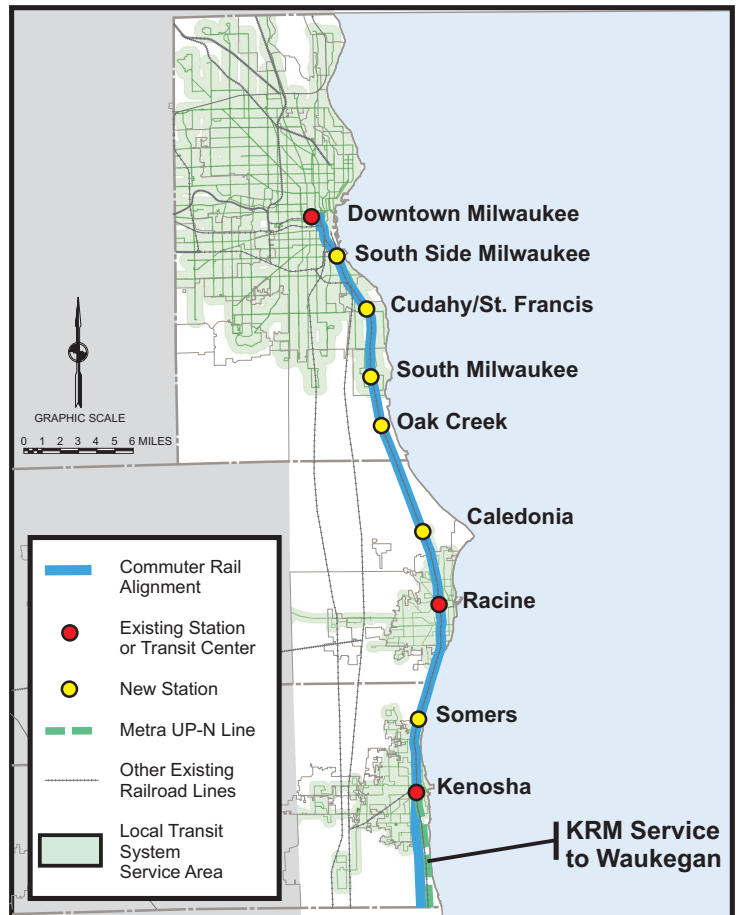
**DRAFT ENVIRONMENTAL IMPACT STATEMENT HAS BEEN APPROVED**

This newsletter provides a brief overview of the Alternatives Analysis/Draft Environmental Impact Statement for the proposed improvement to commuter transportation service in the Kenosha-Racine-Milwaukee (KRM) corridor. It also serves as notice that the Draft Environmental Impact Statement (DEIS) has been completed and was approved by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and the Federal Transit Administration (FTA) on July 22, 2009. Earlier work is summarized in the first three issues of the newsletter. The DEIS is now available for public comment and can be viewed at several locations as listed on page 3. Comments and feedback are welcome at upcoming public hearings (details on page 4) or via the KRM website at [www.KRMonline.org](http://www.KRMonline.org). There is a 45-day formal public comment period, from August 21 through October 5, 2009, during which comments on the DEIS will be accepted.

The DEIS has been prepared and filed according to the State and National Environmental Policy Acts. The document describes a full range of alternatives, the affected environment, and an analysis of the environmental impacts of each alternative. The analysis includes the effects on land use, noise, vibration, and air quality, as well as the impacts on natural resources such as ecosystems and water resources.

The Commuter Rail Alternative (map on right) was chosen as the Locally Preferred Alternative after screening an extensive range of alternatives and detailed analysis and evaluation of a final set of alternatives. The Alternatives Analysis used evaluation measures similar to those used by the FTA for its New Starts project justification criteria. These measures considered the benefits, impacts, and costs of each alternative. Commuter Rail was determined to have significant benefits associated with mobility, land use, and economic development. Commuter Rail was also the preferred alternative of elected officials, businesses, and residents in the KRM corridor.

**KRM COMMUTER RAIL ALTERNATIVE**



## ALTERNATIVES ANALYZED AND EVALUATED

Alternatives Analysis was conducted on the following set of alternatives:

- Transportation System Management (TSM)
  - Expansion and enhancement of existing bus service, including Wisconsin Coach Lines and Milwaukee County Transit System (MCTS) Freeway Flyer Route 48 services, with limited-stop commuter bus service connecting Milwaukee and Racine to existing Chicago-Kenosha commuter rail service
  - Includes expanded hours and frequency of service, traffic signal prioritization, additional park-and-ride lots, and passenger information systems at bus stops
- Bus Rapid Transit (BRT)
  - Improves upon TSM alternative, including exclusive and/or semi-exclusive rights-of-way, on-line passenger stations, and vehicles that are more compatible with station platforms to improve passenger access and reduce boarding and alighting times
- Commuter Rail
  - See table below for details



A bi-level, diesel-multiple-unit car, also known as a DMU or self-propelled coach.

### DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE

Service Characteristic	KRM Commuter Rail Alternative
Location	Would operate on existing Union Pacific Railroad and Canadian Pacific Railway freight lines
Station locations	9 stations in Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy, Milwaukee South Side, and Downtown Milwaukee
Level of service	<ul style="list-style-type: none"> <li>• Service provided in both directions during all time periods</li> <li>• 14 weekday trains in each direction</li> <li>• Operating speed – up to 59 mph (average speed – 38 mph)</li> </ul>
Shuttle/local area bus service	<ul style="list-style-type: none"> <li>• Connections to local transit systems, including MCTS, Kenosha Area Transit, and Belle Urban System</li> <li>• Dedicated service between Amtrak station and Milwaukee central business district</li> <li>• Dedicated service between General Mitchell International Airport and Cudahy-St. Francis station</li> </ul>
Type of vehicle	Diesel-multiple-unit cars (“DMUs” or self-propelled coaches)
Coordination with Metra commuter rail service	<ul style="list-style-type: none"> <li>• Service provided by meeting existing Metra trains at either Kenosha or Waukegan</li> <li>• Timed-transfer (6 minutes) provided to Metra trains at Kenosha and Waukegan</li> </ul>
Average travel time	53 minutes (between Milwaukee and Kenosha)



## COSTS AND BENEFITS OF COMMUTER RAIL

Costs associated with the Commuter Rail Alternative – \$207.5 million in capital costs and \$10.35 million in annual operating and maintenance costs (2007 dollars) – are higher than the other alternatives. However, the detailed analysis of the costs and benefits of each alternative indicates that the benefits of commuter rail outweigh its higher costs:

- **Faster travel time** – much faster than bus (83 to 108 minutes) and comparable to car (54 minutes) between Milwaukee and Kenosha
- **Higher level of reliability** – unaffected by rush hour automobile and truck traffic; priority at street, highway, and freight crossings; little impact from the weather
- **Better comfort and convenience** – smoother ride; more visible stations; simple straight route
- **More ridership** – about 7,400 trips and 98,700 passenger-miles on an average weekday (over three times more than the TSM bus alternative)
- **Alternative during freeway system reconstruction** – unaffected by traffic congestion
- **Reduced air pollution and energy consumption** – reduction in vehicle-generated emissions and energy consumption due to increased transit use
- **More efficient development and redevelopment** – potential for higher density development and redevelopment around stations
- **Accessibility to jobs** – over 900,000 jobs accessible within one mile of train stations in the KRM/Metra corridor
- **Economic impact** – potential for economic growth by more closely linking southeastern Wisconsin and northeastern Illinois

For these reasons, the Commuter Rail Alternative was selected as the Locally Preferred Alternative. A capital financing plan for its implementation has been proposed in the DEIS. The majority of the capital costs (about 57%) would be funded through Federal grants from the FTA's discretionary New Starts program and the Federal Highway Administration's Congestion Mitigation and Air Quality Improvement Program. The remainder of the capital costs (about 43%) would be funded by the State (Southeast Wisconsin Transit Capital Assistance Program) and the Southeastern Regional Transit Authority.

Ongoing work may be expected to result in further refinement of KRM Commuter Rail project improvements and operations and attendant cost and benefit estimates. Updated estimates will be presented within the project's application to the Federal Transit Administration to enter into preliminary engineering. These estimates will continue to be refined through preliminary engineering and final design, until the project construction.

### PLACES TO VIEW THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

- Federal Transit Administration Regional Office (Chicago)
- Wisconsin Department of Transportation Hill Farms State Office Building – Library (Madison)
- Wisconsin Department of Transportation Southeast Region Offices – Library (Waukesha)
- Southeastern Wisconsin Regional Planning Commission Offices (Pewaukee)
- Kenosha County Department of Public Works (Bristol)
- Milwaukee County Department of Public Works Campus (Milwaukee)
- Racine County Department of Public Works Office Complex (Ives Grove)
- Kenosha Public Libraries – Simmons Library and Northside Branch (Kenosha)
- Carthage College - Hedberg Library (Kenosha)
- Racine Public Library (Racine)
- Oak Creek Public Library (Oak Creek)
- South Milwaukee Public Library (South Milwaukee)
- Cudahy Family Library (Cudahy)
- St. Francis Public Library (St. Francis)
- Milwaukee Public Libraries – Central Library, Bay View and Tippecanoe Branches (Milwaukee)
- City of Milwaukee Legislative Reference Bureau Library - City Hall (Milwaukee)

Visit [www.KRMonline.org](http://www.KRMonline.org) for addresses and hours of operation.

## PUBLIC HEARINGS

Three public hearings will be conducted in “open house” format. You are invited to review the exhibits on display and discuss the proposed project with Southeastern Wisconsin Regional Planning Commission staff and members of the study team at any time during the two hour time frame. In addition, court reporters will be available to record oral comments at any time during the hearing. Written comments may also be submitted at the meeting. A short project presentation will be made during each hearing, as noted below.

If you are unable to attend one of the hearings, you can visit the KRM website to view the information presented and provide comments on the project, or request a briefing by project staff. You can also provide written comments through October 5, 2009, by email, mail, or fax.

### KRM PUBLIC HEARINGS

**Monday, September 14, 2009**, 5:00-7:00 pm (presentation: 5:45 pm)  
Great Lakes Room, Racine Building, Racine Gateway Technical College  
901 Pershing Drive, Racine

**Tuesday, September 15, 2009**, 5:00-7:00 pm (presentation: 5:45 pm)  
Reuther High School, Gymnasium, 913 57th Street, Kenosha

**Wednesday, September 16, 2009**, 5:00-7:00 pm (presentation: 5:45 pm)  
Harbor Lights Room, Milwaukee Downtown Transit Center  
909 E. Michigan Street, Milwaukee

Persons with special needs are asked to contact the Commission offices at (262) 547-6721 a minimum of 72 hours in advance of the meeting date so that appropriate arrangements can be made. This may involve site access, mobility, material review or interpretation, questions or comments, or other needs.

## NEXT STEPS

- Incorporate public comments on DEIS, complete Final Environmental Impact Statement
- Apply to the FTA for entry into Preliminary Engineering and Federal discretionary funding
- Receive Record of Decision from FTA
- Conduct Final Engineering and Design
- Construction

## FOR MORE INFORMATION

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PRESENTATIONS GIVEN AT PUBLIC HEARINGS



# K R M

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

# 151233



## ***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)***

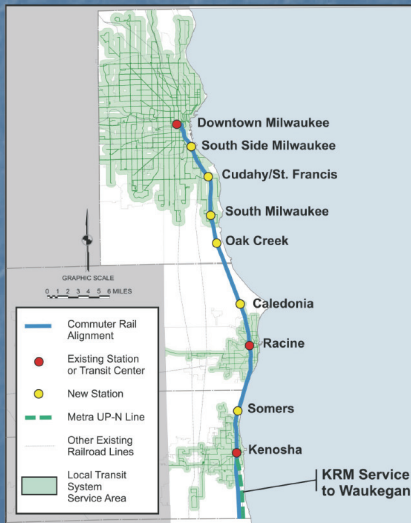
- **Southeastern Regional Transit Authority (SERTA)**
  - **Created in 2009 - 2011 State budget**
  - **Replaces temporary Southeastern Wisconsin RTA created in 2005 - 2007 State Budget**
  - **Consists of Counties of Kenosha, Racine, and Milwaukee**
  - **Authority to construct, operate, and manage 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



Kenosha-Racine-Milwaukee Commuter Link



# 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)



Kenosha-Racine-Milwaukee Commuter Link



## 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



Kenosha-Racine-Milwaukee Commuter Link 7



## 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	
	Average Speed	Average travel time
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.



Kenosha-Racine-Milwaukee Commuter Link 8





## ***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**






DISPLAY BOARDS AT PUBLIC HEARINGS




# PUBLIC HEARING


*Tonight*  
5:00 – 7:00 pm  
Presentation at 5:45 pm



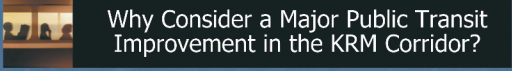
KRM Commuter Link




- 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 fall 2009
    - SEWRPC staff is project manager for KRM study
- KRM Steering Committee, appointed by each member of Partnership
  - Provides overall direction and oversight of the study
  - Together with “temporary” Southeastern Wisconsin Regional Transit Authority, selected commuter rail alternative as preferred alternative




KRM Commuter Link




- 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



KRM Commuter Link



- 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 acted as staff to Regional Transit Authority (RTA)
- RTA purpose was to make recommendations by November 2008 to State legislature and Governor for a permanent RTA
- As of September 1, 2009, this RTA was dissolved and will be replaced by the new permanent Southeastern Regional Transit Authority (SERTA)



KRM Commuter Link



## Southeastern Regional Transit Authority (SERTA)

- Created in 2009 - 2011 State budget
- Replaces temporary Southeastern Wisconsin Regional Transit Authority created in 2005 - 2007 State Budget
- Consists of Counties of Kenosha, Racine, Milwaukee
- Nine Board Members:
  - Two from Milwaukee County (appointed by County Board Chair)
  - Two from City of Milwaukee (appointed by Mayor)
  - One from Racine County (appointed by County Board Chair)
  - One from City of Racine (appointed by Mayor)
  - One from Kenosha County (appointed by County Board Chair)
  - One from City of Kenosha (appointed by Mayor)
  - One from SERTA jurisdictional area (appointed by Governor)
- Given powers to create, construct, and manage a KRM commuter rail line, including:
  - Authority to enact up to an \$18 vehicle rental fee (indexed to inflation)
  - Decision to apply to the Federal Transit Administration for approval to advance to preliminary engineering and potentially obtain a Federal discretionary capital grant



KRM Commuter Link



## 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
    - 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)



KRM Commuter Link



## Commuter Rail Alternative

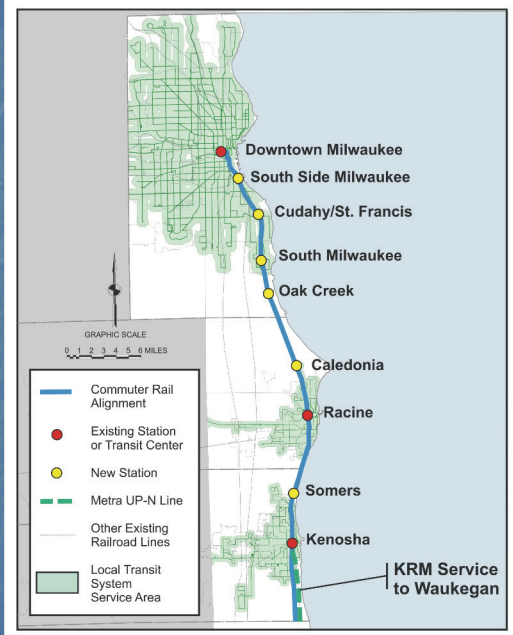
- Connect Milwaukee and Racine to existing Chicago-Kenosha commuter rail
- 33-mile route using existing Union Pacific Railroad (UP) and Canadian Pacific Railway (CP) freight lines
- 9 stations
  - Existing stations at Kenosha and Milwaukee
  - New Stations at Somers, Racine, Caledonia, Oak Creek, South 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



KRM Commuter Link



## Commuter Rail Alternative



KRM Commuter Link





## Bus/TSM Alternative

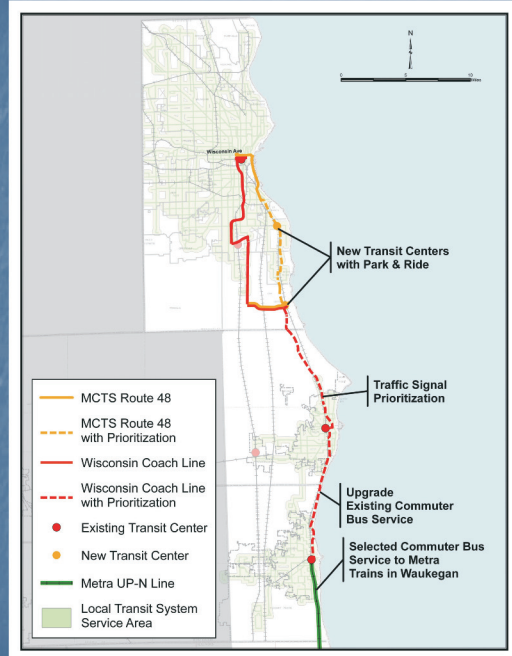
- The bus alternative is an improved and expanded bus service
  - The best that can be done to improve existing bus service, including:
    - Express stop spacing
    - Expanded schedules
    - Traffic signal prioritization
    - Passenger information systems at selected stations
  - Expansion and enhancement 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



KRM Commuter Link



## Bus/TSM Alternative

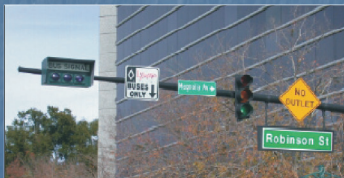


KRM Commuter Link



## Bus/TSM Alternative

- 29 stations (park-rides) or stops
  - Existing transit stations at Kenosha and Racine
  - New transit stations at Oak Creek and Cudahy-St. Francis
- Level of Service
  - Service provided during all time periods
  - 14-17 weekday buses in each direction
  - Operating speed – same as street or highway being used (Average speed – 20 to 29 mph)
- Coordinated with Metra commuter train service at Kenosha or Waukegan
  - Two additional trains to Kenosha added to current Metra service (one northbound in morning, on southbound in afternoon)
- Motor coach vehicles with commuter bus amenities



KRM Commuter Link



## 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	
	Average Speed	Average travel time
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.

### 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 nearly three times the ridership of bus, annually attracting 1.88 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 about five times that of bus, 23.1 million passenger miles vs. 4.6 million for bus.



KRM Commuter Link





## Evaluation and Comparison of Commuter Rail & Bus Alternatives

### Impact on Highway System

- Commuter rail will have 3.5 times more reduction 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 2.5 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.



KRM Commuter Link



## 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.



KRM Commuter Link



## 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



KRM Commuter Link



## 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.



KRM Commuter Link



## 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 (2007 dollars) -- \$206 million for commuter rail compared to \$28 million for bus
  - Annual O&M cost (2007 dollars) -- \$11.8 million for commuter rail 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 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 had an estimated \$198 million capital cost (2006 dollars) and a \$10.9 million annual O&M cost (2006 dollars).



KRM Commuter Link

## What's Next

- Environmental Impact Statement Next Steps
  - Obtain public comments on Draft Environmental Impact Statement (DEIS) by October 5, 2009
  - Address public and agency comments and perform additional work necessary to complete Final Environmental Impact Statement (EIS)
    - Conducted concurrently with Preliminary Engineering
  - Receive Record of Decision for the Final EIS from Federal Transit Administration (FTA)
- Commuter Rail Project Next Steps
  - Submit "New Starts" application to FTA for consideration of discretionary Federal funding to enter next phase of project development -- Preliminary Engineering
  - Receive FTA Decision on Entering Preliminary Engineering
  - Conduct Preliminary Engineering
  - Submit application to FTA for Final Engineering and Design funding
  - Receive FTA Decision on Entering Final Engineering and Design
  - Conduct Final Engineering and Design
  - Receive FTA Decision on Full Funding Grant Agreement
  - Construction
    - Procurement and construction
    - Training and testing
  - Service operations begin



KRM Commuter Link

## Conclusions

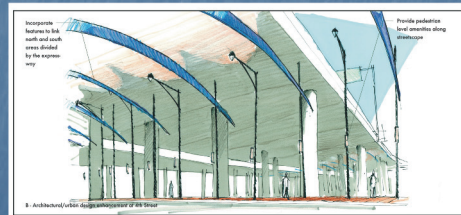
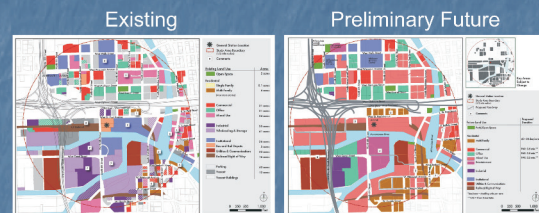
- Substantial benefits of commuter rail outweigh its increased costs
  - Faster average speeds and shorter travel times
  - Higher reliability, comfort, and convenience
  - Significantly higher ridership -- total and new trips and trip length
  - Greater impact on highway traffic and congestion
  - Higher 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



KRM Commuter Link

## Downtown Milwaukee

### Land Use



KRM Commuter Link



## South Side Milwaukee

### Land Use

Existing



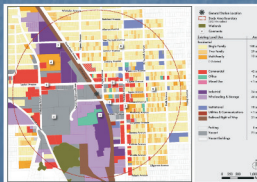
Preliminary Future



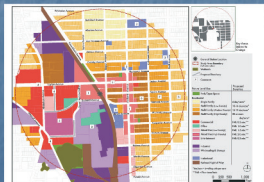
## Cudahy – St. Francis

### Land Use

Existing



Preliminary Future



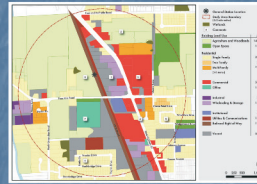
KRM Commuter Link



## Caledonia

### Land Use

Existing



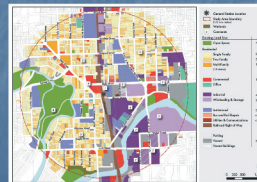
Preliminary Future



## Racine

### Land Use

Existing



Preliminary Future



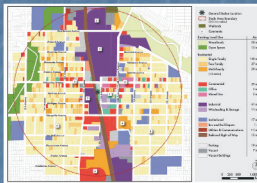
KRM Commuter Link



## South Milwaukee

### Land Use

Existing



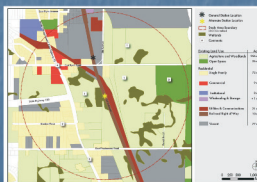
Preliminary Future



## Oak Creek

### Land Use

Existing



Preliminary Future



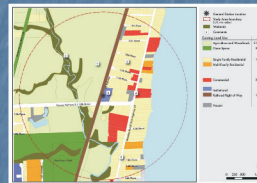
KRM Commuter Link



## Somers

### Land Use

Existing



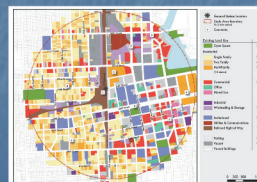
Preliminary Future



## Kenosha

### Land Use

Existing



Preliminary Future



KRM Commuter Link





## Draft Environmental Impact Statement

- Prepared and filed in July 2009
- Public Comment Period open until October 5, 2009
- Describes KRM alternatives analysis process and costs and financial analysis of alternatives
- Focuses on environment potentially affected by KRM commuter rail implementation
- Addresses potential environmental impacts and consequences of KRM commuter rail implementation
- Potential impacts studied include:
  - Land Use and Socioeconomic Development
  - Transportation
  - Displacement/Relocation of Existing Uses
  - Neighborhoods
  - Visual and Aesthetic Qualities
  - Air Quality
  - Noise
  - Vibration
  - Ecosystems
  - Water Resources
  - Energy
  - Hazardous Materials Contamination
  - Archaeological and Historical
  - Environmental Justice
  - Public Use Lands
  - Impacts During Construction
- Public comments will be incorporated into Final Environmental Impact Statement (EIS)



KRM Commuter Link



## Draft Environmental Impact Statement

- Potential Impacts of Commuter Rail (continued)
  - Air Quality
    - Wisconsin Department of Natural Resources has stated that the project will have an insignificant adverse air quality impact, in fact commuter rail is expected to decrease pollutant emissions
  - Noise
    - Potential significant noise impacts are limited to horn-blowing by commuter rail diesel multiple units (DMUs) at street crossings
  - Vibration
    - Commuter rail DMUs unlikely to impact residential and institutional land uses near proposed track alignment as they pass by
    - More detailed analysis will be needed to determine if vibrations will impact buildings containing vibration-sensitive equipment
  - Ecosystems
    - Most stations are proposed in developed areas, with no wildlife-supporting habitat
    - A relatively small amount of wildlife habitat may be impacted at the proposed Caledonia and Oak Creek stations
    - No impacts to environmental corridors or natural resource areas are expected
    - No impacts to threatened or endangered species are expected
  - Water Resources
    - Potential soil erosion near area streams and rivers would be minimized by control measures during construction
    - Potential impacts during operation would be minimized through stormwater management, erosion control, and proper engineering
    - No adverse impacts to groundwater are expected
    - No floodplains would be impacted
    - Potential wetland impacts would be avoided to extent possible and minimized by wetland replacement, erosion control, construction/silt fencing, and/or special construction techniques
    - Potential stormwater quality impacts at each station would be mitigated, as necessary



KRM Commuter Link



## Draft Environmental Impact Statement

- Potential Impacts of Commuter Rail
  - Land Use and Socioeconomic Development
    - Commuter rail station areas studied
    - Transit-oriented development will likely result in high-density, more efficient land uses, and overall positive effect
    - Increases to employment and housing units will likely occur around each station
  - Transportation
    - Minimal impact on operation of roadways containing railroad crossings due to additional auto wait times at crossings
    - Minimal traffic-volume impacts due to additional traffic on roadways accessing park and ride locations
    - Further traffic studies needed to determine if intersection improvements are needed near specific stations
    - Potential conflicts between commuter rail and other freight and passenger rail activities mitigated by changing commuter rail timetable or improving rail infrastructure
  - Displacement/Relocation of Existing Uses
    - No residential relocations required
    - Two businesses, one each at the proposed Caledonia and South Milwaukee stations, may potentially need to be relocated
  - Neighborhoods in Corridor
    - Increased transportation opportunities resulting in more access to jobs in the KRM Corridor
    - New community services likely to open in station areas
    - More connections between neighborhoods and communities
  - Visual and Aesthetic Qualities
    - Visual impacts, mostly positive, will principally occur in station areas, where new stations and parking are to be constructed
    - Pedestrian streetscape enhancements are recommended, including sidewalks, lighting, public art, and street trees
    - Gateway features at key entryway points into each station area are also recommended at most station locations



KRM Commuter Link



## Draft Environmental Impact Statement

- Potential Impacts of Commuter Rail (continued)
  - Energy
    - Regional energy consumption is expected to decrease by over 1 billion British Thermal Units (BTUs) as a result of commuter rail
  - Hazardous Materials Contamination
    - Sites of potential concern within ¼ mile of each of the proposed stations were documented, with detailed mitigation measures to be developed in preliminary engineering/final EIS, if necessary
  - Archaeological and Historical
    - Along the rail corridor, all archaeological sites would be avoided
    - Additional investigations at three proposed station sites are recommended during preliminary engineering/final EIS
    - Potential effects on historic properties identified as being within the vicinity of the project area will be determined and reported in final EIS
  - Environmental Justice
    - Public involvement process has been inclusive of all residents and population groups, including outreach activities to identify and address their effects, needs, and concerns to extent possible
    - Increased access to regional transit service would benefit many population groups, including minority and low-income groups
    - Environmental impacts are not expected to disproportionately affect minority or low-income populations
  - Public Use Lands
    - Only park or recreation land potentially impacted is MRK Trail
    - Preferred station location in Caledonia would provide positive long-term effects to MRK Trail
  - Impacts During Construction
    - Construction could potentially result in temporary air, noise, vibration, water quality, visual, aesthetic, and access impacts
    - All environmental impacts studied and minimized for commuter rail implementation will also be minimized to extent possible during construction



KRM Commuter Link





**Appendix D**

**NEWSPAPER ARTICLES AND EDITORIALS CONCERNING  
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK PROJECT:  
DRAFT ENVIRONMENTAL IMPACT STATEMENT**



# KENOSHA NEWS

## Kenosha-Racine-Milwaukee commuter rail moves ahead

Posted By [Tim Seeman](#) On September 17, 2009 @ 6:00 am In [Featured](#), [News](#) | [Comments Disabled](#)

The absence of a functional regional transit authority did not discourage members of the [Southeastern Wisconsin Regional Planning Commission](#) [1] from presenting a Draft Environmental Impact Statement for a proposed commuter rail connection between the cities of Kenosha, Racine and Milwaukee Wednesday.

The research found that overall, potential adverse environmental effects throughout the areas affected by the proposed railroad would be minor. Most of the stations and tracks the proposal would use already exist, said Ken Yunker, executive director of SEWRPC.

The proposed line would run 14 trains per day between Milwaukee and Kenosha, stopping in several municipalities in between. It would also allow for transfers to the existing rail connection between Kenosha and downtown Chicago, Yunker said.

While the proposition is good news for those who support such a connection, many obstacles remain for the proposed [Kenosha-Racine-Milwaukee project](#) [2], the first being the absence of a Regional Transit Authority, which would secure funding for the rail line. State law approved the formation of an RTA last July, but appointments to the authority have yet to be made, Yunker said.

Gov. Jim Doyle's proposed structure would include an umbrella RTA to coordinate the entire KRM project. This umbrella RTA would include representatives from the whole region with representation based on population, according to a press release. Messages left with the governor's media department were not returned.

There would also be smaller sub-RTAs operating in each of the three counties involved. As the project moves closer to completion, it is expected that the sub-RTAs will merge with the larger RTA.

Funding the individual sub-RTAs, especially in Kenosha and Racine Counties, could prove difficult. Three ways to raise revenue include increased property taxes, a new income tax and a new sales tax, said Len Brandrup, director of Kenosha's Department of Transportation. Officials in Racine's transportation department were unavailable for comment.

Since it is unpopular for governments to raise property taxes and since the state of Wisconsin already collects its own income tax, a new sales tax would be the best way to raise the required funds, Brandrup said. Citizens of Milwaukee County voted in favor of a referendum to institute a one percent sales tax last November, but Doyle vetoed the legislature because the revenue generated would not be exclusive to transit.

Other proposed sources of revenue, including an \$18 tax on vehicle registration and car rentals, would not be adequate to cover the costs of running a good transportation system.

"It's not practical. We wouldn't be able to make the fees high enough," Brandrup said.

The hope, if a new transit authority is established, would be to enhance the state's application to receive grant money from the [Federal Transit Administration](#) [3], which would pay for up to 50 percent of the project. The federal program is very competitive, however, and normally funds projects in large metropolitan areas such as New York, Chicago and Los Angeles, Yunker said.

The FTA also considers financial viability of existing mass transit systems, Yunker said, which in southeastern Wisconsin means city bus operations. The bus systems in question, particularly in Milwaukee County, are struggling financially because of a heavy reliance on state funding, which is an unreliable source of income since its growth does not match inflation. The state did not address these funding problems in the last budget, and if the financial situation of current mass transit does not improve, it will be difficult to procure federal funding, Yunker said.

The application process for FTA funding is also lengthy, requiring applicants to apply twice — once for preliminary engineering and another time for final engineering and design. Both steps would take approximately 18 months, Yunker said. With an estimated construction time of two years factored in, operation on the proposed transit line would not start until 2015 at the earliest.

Article printed from The Marquette Tribune: <http://marquettetribune.org>

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URLs in this post:

[1] Southeastern Wisconsin Regional Planning Commission: <http://www.sewrpc.org/>

[2] Kenosha-Racine-Milwaukee project: <http://www.sewrpc.org/KRMonline/>

[3] Federal Transit Administration: <http://www.fta.dot.gov/>

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## Commuter rail system gets support at hearing

BY MATTHEW OLSON [molson@kenoshanews.com](mailto:molson@kenoshanews.com)

Plans for getting a transportation connection between Kenosha, Racine and Milwaukee on track went before the public for feedback on Tuesday.

A public hearing on the draft environmental impact statement for the Kenosha-Racine-Milwaukee (KRM) commuter link attracted about 25 people to Reuther High School's gymnasium on Tuesday night to listen to current plans for the system and give their opinions on the potential project.

The meeting included an outline of options being considered for the transit system, which include a commuter rail connection and an expanded bus service, as well as their potential impact.

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has favored the rail option over the expanded bus routes.

The proposed commuter rail — which would utilize the existing Metra station in Kenosha and a new station in Somers — is projected to require over \$200 million in capital costs and about \$11 million a year in maintenance costs. The bus plan is estimated to bring about \$28 million in capital costs and about \$3 million a year in maintenance costs.

But Ken Yunker, executive director of SEWRPC, said the potential benefits of the rail line outweigh the higher cost of the system.

"We have to look at what it will deliver in terms of advantages and disadvantages," Yunker said.

The commuter rail link between Kenosha, Racine and Milwaukee would allow riders to connect to Chicago, providing greater access to jobs and larger population centers. Yunker said a rail system also brings greater potential for economic development in the affected areas.

Speed and ease of use were also factors in supporting it.

A rail system would also take about 53 minutes to reach downtown Milwaukee from downtown Kenosha, about the same time as a car would. A bus, with scheduled stops, is estimated to make between 83 and 103 minutes to make that trip.

"Because of the speed, comfort and convenience, a rail alternative is expected to attract more ridership than a bus alternative," Yunker said. "And it will certainly provide a superior alternative during I-94 construction."

Yunker also said about 80 to 90 percent of capital and maintenance costs for the rail system could be covered through federal and state funding.

Members of the public were invited to submit their comments on these plans at Tuesday's meeting, with several people showing support for the rail line.

Carolyn Henry of Pleasant Prairie said she has been interested in transportation issues for the last two decades and feels a rail system is the right track to follow.

"I think the rail is the only way to go because rail moves people and products in the most practical way," Henry said. "It just makes sense."

Rachel Trobaugh, a Racine resident, worries about the area being left behind without a new commuter option. She supported the proposed rail system.

"I think it will provide jobs for the future and a mode of travel that people will enjoy using," Trobaugh said.

Rick and Patricia Nelson of Pleasant Prairie said the rail system made sense.

"I think it's very much needed," Rick Nelson said.

A similar meeting was held in Racine on Monday night and another will be held in Milwaukee tonight. Any member of the public can comment on the project until Oct. 5. People can send their written comments by mail to P.O. Box 1607, Waukesha, WI, 53187; by fax at 262-547-1103; and by E-mail at [KRMonline@sewrpc.org](mailto:KRMonline@sewrpc.org)

After all comments are gathered, SEWRPC will send their engineering designs to and apply for funding from the Federal Transit Administration. If the system's approvals happen as expected, Yunker said a commuter rail could be in operation within six or seven years.

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**SEWRPC Report Gives KRM Green Light**  
By Bob Bach

September 14, 2009 | WUWM | Milwaukee, WI

There is a preferred plan in southeastern Wisconsin, for developing commuter rail. The line would link downtown Milwaukee with Kenosha, stopping several times between, and easily allowing commuters to continue along to Chicago.

This week, the public gets its first chance to review the plan; tonight's meeting will be (Monday) in Racine. Wednesday's hearing will be held at the downtown Milwaukee Transit Center from 5pm to 7pm.

Ken Yunker is executive director of "SEWRPC, the Southeast Wisconsin Regional Planning Commission. It studied the environmental impacts of several public transit options and determined the \$207 million KRM line to be the best.

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## Transit authority or no, commuter rail hearings roll on

By [Larry Sandler](#) of the Journal Sentinel

Posted: Sept. 7, 2009

Even without an engineer in the cab, the train is still moving forward.

Regional planners are holding public hearings next week on plans for a commuter rail line connecting Milwaukee to Racine, Kenosha and the southern suburbs.

But at the moment, they have no one to whom they can report the results of those hearings.

The temporary [Southeastern Wisconsin Regional Transit Authority](#) went out of business last week. Its successor, the new Southeastern Regional Transit Authority, hasn't started operating yet. And the law that authorized the new RTA could be changed by legislation being negotiated by Gov. Jim Doyle and lawmakers behind closed doors.

On Tuesday, Doyle will announce the deal that emerged from those talks. He has scheduled a news conference for Milwaukee's downtown Amtrak-Greyhound station, a typical venue for transportation-related announcements.

State Rep. Tamara Grigsby (D-Milwaukee) says she expects the bill to propose funding Milwaukee County buses with a 0.5% sales tax, while Racine and Kenosha counties could find some other funding source - possibly a local vehicle registration fee, or "wheel tax" - to pay their share of the planned \$207.5 million [KRM Commuter Link](#) train line. But Grigsby and others close to the [talks](#) predict a tough fight in winning legislative approval for any transit deal.

Without state action, Milwaukee County's elected officials could face hard choices about cutting bus routes and raising fares in 2010 budget action this fall, while KRM planning could stall after next week's hearings.

Regional planners and independent researchers have warned that the Milwaukee County Transit System could face a 35% service cut without new state or local funding. Both Doyle and his fellow Democrats in the Legislature wanted the 2009-11 state budget to create structures that would both solve the county bus system's financial problems and oversee KRM trains.

But they took different approaches. Following the interim RTA's recommendations, Doyle proposed an authority that would govern both buses and trains, funded by a 0.5% sales tax, in Milwaukee, Kenosha and eastern Racine counties. Bowing to sales tax opposition in Racine County, the Legislature instead proposed two transit authorities: One for Milwaukee County only, levying a 0.65% sales tax - 0.5% for buses and 0.15% for municipal public safety agencies; and a three-county body that would run KRM and help fund Kenosha and Racine buses, funded by an \$18-a-car rental car fee.

After Doyle [vetoed](#) part of the Legislature's transit language, all that was left for southeastern Wisconsin was a three-county authority that would run the KRM and fund it with a \$16-a-car rental fee. The governor said he still wanted a truly regional solution for both buses and trains, but lawmakers and Milwaukee County officials were [outraged](#) by the veto. Talks then started on separate legislation to again tackle the issue.

### Sticking point

Grigsby said the rental car fee is a particular concern for Milwaukee County legislators, because an overwhelming majority of the revenue would come from passengers at Mitchell International Airport, and that would leave Milwaukee County providing a disproportionate share of the funding for a three-county body. She said Racine and Kenosha counties would need to come up with their own revenue sources if they would not accept a sales tax.

She specifically mentioned a wheel tax. Only a few Wisconsin local governments have tried vehicle fees, and several - including Kenosha - have dropped them. Milwaukee enacted a \$20-a-car wheel tax last year to pay for local road work.

By contrast, Milwaukee County voters endorsed a transit sales tax in a 2008 advisory [referendum](#). But that version was a 1% sales tax that included funding for parks and emergency medical services.

Grigsby said Doyle has made it clear that he won't accept any package that includes funding for anything other than transit, including the 0.15% public safety tax sought by Milwaukee Mayor Tom Barrett. Milwaukee County lawmakers will consider separate legislation to fund parks and possibly other services, Grigsby said.

Of several lawmakers interviewed, only Grigsby offered specifics on where the transit talks are headed. Democratic Reps. Pedro Colón of Milwaukee, Peter Barca of Kenosha and Cory Mason of Racine would say only that everyone involved was trying to reach consensus on a regional solution for both trains and buses, a line echoed by Doyle spokesman Lee Sensenbrenner. All said a deal could emerge this month.

### New authority ahead?

Meanwhile, Milwaukee County Board Chairman Lee Holloway has appointed himself and Supervisor Michael Mayo Sr. to the new RTA, vowing to vote against moving KRM forward until the county's bus crisis was solved. Other transit backers say the federal government is unlikely to approve a new train line while the region's biggest connecting bus line is in financial jeopardy.

To date, Holloway and Mayo have been the only members appointed to the new RTA. Barrett is to appoint two other members, while Doyle and the Racine and Kenosha mayors and county board chairmen are to appoint one member each. All have been waiting for the outcome of the transit talks, although Barrett is likely to make his appointments soon, said Patrick Curley, Barrett's chief of staff, and Ken Yunker, executive director of the Southeastern Wisconsin Regional Planning Commission.



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JournalTimes.com

## Public can comment on KRM impact study

PAUL SLOTH [paul.sloth@journaltimes.com](mailto:paul.sloth@journaltimes.com) | Posted: Monday, August 24, 2009 7:10 pm

RACINE - A commuter rail project between Kenosha and Milwaukee will cost more than other alternatives, but it will be faster, more reliable and more convenient, according to a draft environmental impact statement the federal government approved late last month.

If you're wondering what kind of impact the proposed \$207.5 million commuter rail project will have on surrounding communities, now is your chance to find out.

The Southeastern Wisconsin Regional Planning Commission will take public comment on the draft environmental impact statement for the Kenosha-Racine-Milwaukee commuter rail project that was completed and approved by the Federal Transit Administration in July. A 45-day public comment period started Friday and runs through Oct. 5.

Completing the environmental impact study is one element of the commuter rail project, said Ken Yunker, executive director of the Southeastern Wisconsin Regional Planning Commission.

The majority of the capital costs of the commuter rail project, about 57 percent, would be paid for with federal grants from the FTA for which the Southeastern Regional Transit Authority would have to apply.

"(Completing the study) doesn't necessarily help the application process or hurt it. It's something that has to be done," Yunker said.

It isn't part of the decision-making process, by the state or federal government, about whether to go through with the project, Yunker said.

The remainder of the project would be funded through state and local sources.

The environmental study was completed on behalf of a committee comprised of local elected officials, as well as representatives from the state Department of Transportation and SEWRPC.

The impact of the commuter rail project would be "pretty modest," Yunker said, because it would operate in an existing railway. "We're not purchasing or operating any new right-of-way."

Public comments will be incorporated into a final environmental impact statement.

If you don't have your own copy you can check it out, all 699 pages of it, at the Racine Public Library or the Racine County complex in Ives Grove, Or just check it out online at the SEWRPC Web site <http://www.sewrpc.org>.