

Attachment C

TWO PROJECTS BEING CONSIDERED IN THE NORTH-SOUTH CORRIDOR

I-94 North-South Corridor Study

The I-94 North-South project is a Wisconsin Department of Transportation (WisDOT) project to reconstruct the I-94 freeway from the Wisconsin-Illinois State line through all of Kenosha and Racine Counties to the Mitchell Interchange in Milwaukee County. The Mitchell Interchange is the system interchange between I-94, I-43, and I-894. The I-94 North-South corridor also includes STH 119 between I-94 and General Mitchell International Airport. I-94 in the North-South corridor has reached the end of its useful life, and at this time faces the need to be fully reconstructed. The WisDOT is now conducting the preliminary engineering for the I-94 North-South freeway, which is nearing completion. During the preliminary engineering study, the WisDOT has considered reconstruction alternatives including reconstructing the freeway as is, reconstructing the freeway to modern design standards, and reconstructing the freeway to modern design standards and providing one additional traffic lane in each direction. The WisDOT is evaluating the benefits and impacts of each of these alternatives. Conclusions as to how the freeway will be reconstructed will be made by WisDOT at the conclusion of preliminary engineering. Final engineering and design is expected to begin in 2008, and construction in the years 2009 through 2016.

Kenosha-Racine-Milwaukee (KRM) Commuter Link Study

The KRM Commuter Link Study is examining and recommending improvements in transit service in the Kenosha-Racine-Milwaukee corridor. The study is being led by the Southeastern Wisconsin Regional Transit Authority (RTA) and an Intergovernmental Partnership (IGP) of the Counties and Cities of Kenosha, Racine, and Milwaukee, the WisDOT, and the Southeastern Wisconsin Regional Planning Commission (SEWRPC). The study evaluated the costs, benefits, and impacts of commuter rail and bus alternatives, and in conclusion recommended that a commuter rail service be implemented. That service would connect to the existing Chicago-bound Metra commuter rail service in the City of Kenosha. The RTA has asked the Wisconsin State Legislature and Governor for the authority to operate and implement the recommended commuter rail service, and will apply in September, 2007 for a Federal Transit Administration (FTA) discretionary grant which would fund about 50 percent of the project capital costs. Should the discretionary grant be approved by the FTA, and should the State of Wisconsin provide the RTA authority to proceed, preliminary engineering of the KRM commuter rail service would be initiated in 2008 with operation of the KRM commuter rail service beginning in 2012.