

KRM Commuter Rail

Connecting the Milwaukee-Chicago economic corridor
with 9 stops in Wisconsin and connecting to 22 communities and Chicago in NE Illinois.



- Link people and jobs
- Attract jobs and talent
- Spur economic growth
- Improve tax base
- Clean our air and water
- Build regional economy

- Boost local and state tax base
- Capitalize on national trend toward urban transit-oriented living
- Connect & enhance urban transit systems

Quick Stats of KRM Route

- 33 miles • 9 stops are proposed.
- Uses upgraded existing railroad.
- 14 daily weekday round trips and 7 weekend round trips are planned.
- 1.71 million passengers projected per year.
- Affordable fares are similar to a bus.
- Meets a critical need in connecting densely populated or rapidly developing communities along the SE WI lakefront between Kenosha and Milwaukee, with Chicago and NE Illinois.
- Access to nearly **1 million existing jobs** within 1 mile of the 32 Milw.-Chicago stations.
- Bi-directional service
- Highly reliable in all weather and traffic conditions.
- Transit serves all but 2 proposed stops.
- Wheel chair accessible.

See back:

It's go, or no-go in 2007

KRM must meet critical June deadline

For more information contact:

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KRM Kenosha-Racine-Milwaukee Commuter Rail



Essential Support for a Strong Economy

KRM can play a pivotal role in our growth as a vibrant economic region and state, and our success in competing in the global marketplace.

- **Job growth** and local economic impacts of KRM:
Spur long-term development around stations: **up to 71,000 jobs**.
KRM construction: **over 3160 jobs, and \$425 mil. impact on area economy**.
KRM operations/maintenance: **126 jobs, and \$24 mil. annual impact on economy**.
- Reliable and affordable **link to nearly 1 million existing jobs** within 1 mile of stations between Milwaukee and Chicago. Improved employment can reduce state and local social services costs.
- Direct **access to 1.97 million people** within 3 miles of the 9 Wisconsin stations and 25 NE Illinois stations on the rail line. Local transit serves most stations.
- Support planned development near KRM stations of up to **21,100 residential units • 12 mil. sq. ft. retail and office space**
- Economic impact of potential development within 1 mile of the KRM stations: **Increase in property valuation of \$7.8 bil. • Increase in retail sales of \$750 mil.** Expanded tax base can support urban services, schools, and quality of life amenities.
- Economic impact from a mere 1% **increase in tourism** would generate annually: **\$20 mil. expenditures • \$12 mil. wages • 500 jobs • \$3 mil. state/local government revenue.**
- High quality, **reliable access to a dense and diverse workforce market**. Commuter rail is a powerful talent attractor that can help reverse the "brain drain". Businesses look to locate in areas that can attract talent and are well connected to a large and diverse regional labor force.
- A dynamic bi-state link joining the metro Milwaukee and mega metro Chicago economy, amenities, resources, and research/educational institutions that will help **build a vibrant globally competitive economic region**.
- An essential urban economic infrastructure. Of the top 50 cities in U.S. just a few do not have, or are not developing, rail transit. **Without regional rail connections we are at a disadvantage in attracting and retaining business, jobs, and talent.**
- An **economic development and environmental win-win**: KRM will expand our mobility and spur economic development, while **reducing traffic congestion, air pollution, energy use, and urban sprawl**.
- Connections to a regional mega-market that will **expand arts and culture participation, and provide easy access to artistic, technical, and support talent**.
- Critical regional mobility: **over 23% of households near the urban KRM stations in Wisconsin do not have autos**. Under-employed populations have good access to train station locations. Shuttles are planned, and transit serves most stops.
- **Reduced transportation costs**, decreasing business costs, and increasing household discretionary income.

Information from the KRM Commuter Link EIS, and KRM Commuter Rail Community Impact Study.

Car Rental Fee as the local funding source

The federal funding application that is due in June 2007 must identify a funding source for the local share of operating and capital costs. The new funding source must be supported by the state legislature.

Currently, the only viable local funding option for KRM is the \$13 rental car fee increase recommended by the Regional Transit Authority.

Car Rental Fee Facts

- The fee is per transaction NOT per day.
- Similar fees are used nation-wide to fund a variety of purposes.
- The fee increase would place SE WI in the mid-range of fees charged across the U.S.

Examples WITH new fee increase

- Milwaukee: 25.9% in taxes and fees (up from 22%)
- Phoenix 30.5% in taxes and fees
- Minneapolis: 26.5% in taxes and fees
- Baltimore: 26.1% in taxes and fees
- Cleveland: 20.5% in taxes and fees
- Las Vegas: 17% in taxes and fees

It's go, or no-go in 2007

WI State Budget The key to KRM success

KRM must meet a critical June deadline when its application for federal funding is due. The federal funding process is highly competitive, with many other states competing for the more than \$100 million that KRM could win.

Budget action to keep KRM viable:

- **Add \$13 rental car fee as local funding source.**