

PRELIMINARY DRAFT

A RESOLUTION SUPPORTING THE KENOSHA, RACINE AND MILWAUKEE (KRM) COMMUTER LINK STATION AREA PLANNING PROGRAM IN MILWAUKEE, WISCONSIN

Whereas, the Counties and Cities of Milwaukee, Racine, and Kenosha in cooperation with the Wisconsin Department of Transportation have agreed to sponsor a Transit Alternatives Analysis Corridor Study/Draft Environmental Impact Study (DEIS) for enhanced public transit service generally east of I-94 in the Counties of Kenosha, Racine and Milwaukee; and

Whereas, the Southeastern Wisconsin Regional Planning Commission (SEWRPC), through an intergovernmental agreement, has agreed to serve as project manager for the purpose of managing the Transit Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS); and

Whereas, the KRM project purpose and need is to provide high quality transit service connecting Kenosha, Racine, and Milwaukee Counties with each other and with Northeastern Illinois improving access to jobs and labor force, encouraging high density mixed use and more efficient land development around stations, and attracting increased transit ridership potentially reducing highway traffic volumes and congestion and attendant air pollutant emissions; and

Whereas, the SEWRPC seeks to meet the requirements of the Federal Transit Administration's (FTA) New Starts program in order for the project to be eligible for discretionary capital funding; and

Whereas, among other criteria, the FTA places importance on transit supportive land-use planning and development in transit station areas, as a means of building ridership to support proposed projects; and

Whereas, preliminary station area development plans for the City of Milwaukee proposed commuter rail stations on the Union Pacific Railroad at 433 W. St. Paul Avenue in Downtown and in the vicinity of Lincoln Avenue and South Bay Street in the South Side have been developed and included as part of the *KRM Commuter Link Transit Supportive Land-Use Plans and Policies Portfolio*; and

Whereas, the City of Milwaukee has reviewed the preliminary transit supportive land use plans and policies;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, OF THE MILWAUKEE, WISCONSIN, AS FOLLOWS:

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Section One. The City of Milwaukee will benefit from the proposed expanded transit service connecting Kenosha, Milwaukee, and Racine Counties with each other and with Northeastern Illinois and also from the transit oriented development around its proposed commuter rail station.

Section Two. The station area plans developed as part of the *KRM Commuter Link* study for the City of Milwaukee and included in the *Transit Supportive Land-Use Plans and Policies Portfolio*, is consistent with the goals and objectives of the City of Milwaukee land use and comprehensive plans or will be the basis of a commuter rail scenario in future comprehensive area plans.

Section Three. The City of Milwaukee endorses these transit-oriented development land use concept plans near station locations and will take appropriate steps toward implementation as recommended as part of the *Transit Supportive Land-Use Plans and Policies Portfolio* if commuter rail is chosen for implementation.

Section Four. The City of Milwaukee urges FTA acceptance and endorsement of the complete *KRM Commuter Link Transit Supportive Land-Use Plans and Policies Portfolio*.

THIS RESOLUTION WAS PASSED AND APPROVED THE __ DAY OF __, 2006 BY THE CITY OF MILWAUKEE, WISCONSIN.

Mayor

Attest

KRY/OPD/lgh
09/21/06
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