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**ROBERT J. BAUMAN**  
ALDERMAN, 4TH DISTRICT

*for file*

July 10, 2007

RE: KRM Resolution (File# 061596)

Dear Colleagues:

I have been honored as the subject of today's MJS lead editorial. The honor would be more genuine if the editorial board had seen fit to read the resolution that ZND recommended for adoption on a 5-0 vote on July 3. The resolution, (that will be before us on July 11) **does not** condition our support of the KRM project on building a regional transit system. Rather it conditions that support on adoption (by the KRM Study) of three provisions that relate to the KRM commuter rail service itself—not a regional system – and the proposition that we should shore up the financing of the existing Milwaukee county bus system before we raise new money from a rental car tax to fund new commuter rail service.

The resolution endorses the KRM land use plan for downtown Milwaukee and the Bay View station. However, that endorsement is contingent on the KRM study adopting three conditions:

- a) Including a Greenfield Avenue station stop in Walker's Point—a position specifically endorsed by the Common Council on May 30, 2007 (file# 070242).
- b) Implementing a dedicated funding source for the local share of capital and operating costs for both KRM and the Milwaukee County Transit System—a position specifically endorsed by the Common Council on February 6, 2007 (file# 3 061248)
- c) Including the Mayor's Downtown Streetcar Circulator as a component of the KRM downtown Milwaukee land use plan. The KRM ridership projections are specifically contingent on a downtown Milwaukee circulator system to enable the thousands of projected daily riders to access work places, convention sites and entertainment venues in Downtown Milwaukee. In other words, a downtown circulator system is critical to the success of the KRM.

None of these conditions talk about creating a regional transit system. Each one is directly tied to the KRM project, is aimed at improving that project and is designed to protect the interests of Milwaukee and its citizens.

I urge your support of the resolution as recommended by the ZND Committee.

Sincerely,

A handwritten signature in cursive script that reads 'Robert J. Bauman'.

Robert J. Bauman  
Alderman, 4<sup>th</sup> District



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## Editorial: One thing at a time

**Build commuter rail from Milwaukee to Racine, Kenosha and points south first. Then connect it to mass transit in those cities. Don't try to build a regional system all at once.**

From the Journal Sentinel

Posted: July 9, 2007

Milwaukee Ald. Bob Bauman is right. There should be one regional mass transit system in southeastern Wisconsin that links buses, commuter rail and any other options that become available down the road, such as streetcars in downtown Milwaukee. All those systems should be funded by one reliable source that takes the financing burden off the property taxpayer.

But Bauman is wrong to try to build that regional system all at once. Right now, the focus has to be on the Kenosha-Racine-Milwaukee Commuter Link rail line that would connect downtown Milwaukee to its southern suburbs, to Racine and Kenosha and eventually to Chicago. That's what's on the table in the Legislature as a part of the state budget, and that's what needs real support soon to take advantage of federal funding.

By attaching the KRM proposal to conditions and strings, as Bauman did last week, he risks losing the entire package. That would be a shame for the region as well as for mass transit in Milwaukee.

At Bauman's urging, the Milwaukee Common Council's Zoning, Neighborhoods & Development Committee last week said the council should back land-use plans for the proposed KRM line - something that's required to apply for federal funding - only if the overall KRM plan endorses a light rail or streetcar system from the downtown Amtrak station to other downtown stations. His measure also pushes the Southeastern Wisconsin Regional Transit Authority to seek a dedicated funding source, such as a local sales tax, to pay for KRM trains, streetcars and the Milwaukee County Transit System.

Ideas worth discussing, certainly, but they would tie KRM to current disputes over funding and streetcars that could leave the train sitting in the station for years to come.

This is the time to build the first piece of a complex puzzle. Rosemary Potter, executive director for Transit NOW, argues that "if we don't get something approved in this state budget, we're losing a huge opportunity for the entire region."

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Burdening KRM at this point with other issues carries what Potter calls an enormous risk of losing more

than \$100 million in federal funding, access to nearly 1 million existing jobs and a physical link to Chicago, which would help create a more globally competitive region.

Bauman has good ideas for a regional system, but that system needs to be built piece by piece. Right now, the piece that needs building is KRM.

Build that first, and the rest may come. Don't build it, and there will be no regional system.

*How should a regional transit system be built, and how should it be funded? Send a letter to: [Journal Sentinel editorial department](#)*

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