

Senator Lehman  
Senator Taylor  
Representative Mason  
Representative Colón

TRANSPORTATION -- LOCAL TRANSPORTATION ASSISTANCE

KRM Authority

Motion:

Move to create a KRM Authority comprised of Milwaukee, Racine, and Kenosha counties. Specify that the jurisdictional area of the Authority would be the territorial boundaries of the member counties. Specify that the powers of Authority would be limited to creation, construction, and management of the KRM commuter rail line. In addition, specify that the KRM Authority would be run by a KRM board consisting of the following members:

- a. two members from Milwaukee County appointed by the Milwaukee County board chair;
- b. two members from the City of Milwaukee appointed by the mayor of the City of Milwaukee;
- c. one member from the City of Racine appointed by the mayor of the City of Racine;
- d. one member from Racine County appointed by the Racine County board chair;
- e. one member from Kenosha County appointed by the county executive of Kenosha County;
- f. one member from the City of Kenosha appointed by the mayor of the City of Kenosha; and
- g. one member, who must reside within the KRM Authority's jurisdictional area, appointed by the Governor.

*(Colón)  
Friendly amendment  
to delete  
"West" in the paragraph below "g".* Specify that the KRM commuter rail line would have to include a stop at the point where the line intersects ~~West~~ National Avenue in the City of Milwaukee.

Provide the KRM board the authority to impose up to a \$16 per transaction vehicle rental fee in the jurisdictional area of the Authority and allow the vehicle rental fee to be indexed annually by the average, annual change in the consumer price index. Specify that any indexed rate would be rounded to the next highest quarter-dollar amount.

Provide the KRM board the authority to issue up to \$50 million in bonds, excluding refunding bonds, for the anticipated local funding share required for initiating KRM commuter rail link service.

Modify the Governor's recommendations for the southeastern Wisconsin transit capital assistance program by defining an "eligible applicant" for the purposes of the program as the KRM Authority. Replace references to the Southeast RTA with references to an eligible applicant.

Specify the following relative to the bonds issued by the KRM board: (a) the board could secure the bonds by a pledge of any income or revenues from any operations, rent, aids, grants, subsidies, contributions, or other source of funds; (b) neither the governing body of the board nor any person executing the bonds would be personally liable on the bonds by reason of the issuance of the bonds; (c) the bonds would not be debt of the counties within the Authority and neither the counties nor the state would be liable for the payment of the bonds; (d) the bonds would only be payable out of funds or properties of the Authority; and (e) these restrictions would have to be stated on the face of the bonds;

In addition, specify the following relative to the Authority's bonds, including refunding bonds: (a) the bonds would have to be authorized by resolution of the KRM board; (b) the bonds could be issued under a resolution or under a trust indenture or other security instrument; (c) the bonds could be issued in one or more series and could be in the form of coupon bonds or registered bonds; (d) the bonds would have to bear the dates, mature at the times, bear interest at the rates, be in the denominations, have the rank or priority, be executed in the manner, be payable in the medium of payment and at the places, and be subject to the terms of redemption, with or without premium, as the resolution, trust indenture, or other security instrument provides; (e) the bonds would be issued for an essential public and governmental purpose and are public instrumentalities and, together with interest and income, are exempt from taxes; (f) the bonds could be sold by the Authority at public or private sales at the price or prices determined by the KRM board; and (g) if any member of the KRM board whose signature appears on the bonds ceases to be member of the KRM board before the bonds are delivered, the signature would remain valid.

Provide the KRM board the authority to issue refunding bonds for the purpose of paying any of its bonds at or prior to the maturity or upon acceleration or redemption. Specify that the KRM board may issue refunding bonds at such time prior to the maturity or redemption of the refunded bonds as the Authority deems to be in the public interest. Provide that the refunding bonds may be issued in sufficient amounts to pay or provide the following: (a) the principal of the refunded bonds together with any redemption premium on the bonds and any interest accrued or to accrue to the date of payment of the bonds; (b) the expenses to issue refunding bonds; (c) the expenses of redeeming the bonds being refunded; and (d) such reserves for debt service or other capital or current expenses from the proceeds of the refunding bonds as may be required by the resolution or under a trust indenture or other security instrument.

Provide the balance of funds from the existing Southeastern Wisconsin RTA to the KRM Authority to assist in the planning of the KRM commuter rail project.

Require that no later than one year after the effective the date of the bill the Authority would have to submit an application to the Federal Transit Administration (FTA) to enter the preliminary engineering phase of the federal new starts grant program for the KRM commuter rail link.

Enumerate the KRM commuter rail project as a major transit capital improvement project in state statutes.

Note:

This motion would create a KRM Authority within Kenosha, Milwaukee, and Racine Counties, whose board would have the authority to impose up to a \$16 per transaction rental car fee within these counties. The rental car fee could be indexed to inflation each year, with the indexed rate rounded to the next highest quarter of a dollar. The KRM Authority's powers would be limited to creation, construction, and management of the KRM commuter rail line. The KRM board would have the authority to issue up to \$50 million in bonding for the KRM commuter rail project.

The motion would add a stop on the KRM commuter rail line at the point where the line intersects West National Avenue in the City of Milwaukee.

The motion would define an eligible applicant for the southeast transit capital assistance program created under the bill as the KRM authority. Also, the balance of funds in the existing southeastern Wisconsin RTA would be provided to the KRM Authority.

M# Motion #223  
as amended

*Colón friendly amendment, in second to last paragraph on p. 1, to delete "West" before "National Avenue".*

|            |              |              |   |
|------------|--------------|--------------|---|
| POCAN      | <del>Y</del> | N            | A |
| COLÓN      | <del>Y</del> | N            | A |
| 2-MASON    | <del>Y</del> | N            | A |
| SHILLING   | <del>Y</del> | N            | A |
| SHERMAN    | <del>Y</del> | N            | A |
| GRIGSBY    | <del>Y</del> | N            | A |
| VOS        | Y            | <del>N</del> | A |
| MONTGOMERY | Y            | <del>N</del> | A |

|          |              |              |   |
|----------|--------------|--------------|---|
| MILLER   | <del>Y</del> | N            | A |
| HANSEN   | <del>Y</del> | N            | A |
| TAYLOR   | <del>Y</del> | N            | A |
| 1-LEHMAN | <del>Y</del> | N            | A |
| ROBSON   | <del>Y</del> | N            | A |
| LASSA    | <del>Y</del> | N            | A |
| DARLING  | Y            | <del>N</del> | A |
| OLSEN    | Y            | <del>N</del> | A |

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