

Exhibit C

**REQUEST FOR SERTA TO FUND REMAINDER OF LOCAL SHARE OF CURRENT
KENOSHA-RACINE-MILWAUKEE (KRM) COMMUTER RAIL STUDY COSTS**

In anticipation of the creation of a permanent regional transit authority to construct, operate, and manage a KRM commuter rail line, an Intergovernmental Partnership -- consisting of the Cities and Counties of Kenosha, Milwaukee, and Racine, the Wisconsin Department of Transportation, and the Southeastern Wisconsin Regional Planning Commission -- decided to carry on the necessary technical studies for the KRM project. The studies have been guided by a Technical Steering Committee with a representative from the Cities and Counties of Kenosha, Milwaukee, and Racine, and the Wisconsin Department of Transportation. The Regional Planning Commission acts as staff to the Technical Steering Committee. The studies now underway include preparing a draft environmental impact statement, which was completed in July, 2009, and assembling a "New Starts" application to enter preliminary engineering and potentially obtain a Federal discretionary grant for the project's capital funding, scheduled to be completed by December 31, 2009.

This work is being funded by \$800,000 in Federal Transit Administration (FTA) funds, \$100,000 in State of Wisconsin funds, and a local share of \$100,000 to be provided by in-kind match or cash by the Cities and Counties of Kenosha, Milwaukee, and Racine. To date, these six units of government have provided about \$48,000 in in-kind services, leaving about \$52,000 of local match yet to be provided. Further in-kind services may be accumulated over the next few months as the "New Starts" application is completed, submitted to the FTA, and reviewed by the FTA. However, it is likely that cash payments may be required for the remaining local share from the six local units of government.

The members of the Technical Steering Committee, acting on behalf of their appointing officials and local units of government, respectfully request that the SERTA Board consider providing the necessary remaining local match -- now totaling \$52,000 -- from the former regional transit authority remaining balance of approximately \$1.5 million which will be transferred to SERTA. Under State law, those funds are to be used by SERTA to assist in the planning of the KRM commuter rail line, which would include the technical studies now underway and being guided by the Technical Steering Committee.

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