

Table 25: 2035 Network Deficiencies, Full-Build Scenario

Severely Deficient		Deficient	
segment	from/to	segment	from/to
E. Racine	E. Racine Bridge	I-39/90	E. Racine to HWY 11
HWY 14	USH 51 west to MPO Boundary		
HWY 26	I-39/90 to McCormick Drive		
I-39/90	Milwaukee to E. Racine		

Update of 2035 Plan

Previous chapters discussing forecasts and implementation to date indicate that the 2005-2035 Long Range Transportation Plan largely remains valid, five years after adoption. This chapter assesses the short and long term projects, discusses their implementation, and considers whether the projects may be executed by 2035 within the financial constraints of available funding resources. This chapter also discusses recent political and budgetary developments and potential challenges and considers how these issues may affect the transportation system. The chapter is divided into sections on Streets and Highways, Bicycle and Pedestrian, Transit, and Freight.

In Summary:

- New roads are still recommended in order to accommodate future growth. However, projects are expected to be delayed due to the economic slowdown and slower than anticipated development. This is a short range planning recommendation.
- Long range recommendations remain valid because they are based on land use, which has not undergone substantial change in the last five years.
- Roads experiencing deficiencies in 2005 that have not been improved are experiencing even greater deficiencies now.
- Decreasing federal and state operating assistance, state mandated controls on local government revenue generation, and expenditure restraint at the local level may require the need for JTS service reductions.
- Bicycle and pedestrian improvements include connecting neighborhoods to the existing trail system, and adding accommodations during reconstruction and rehabilitation where appropriate.

Committed and Recommended Street and Highway Projects

Several projects listed in the 2006-2011 Transportation Improvement Program (TIP) have not been completed to date. Project implementation is affected by changing needs and funding availability. Some projects listed below have experienced delays or the scope of work has been revised.

Below is a table of the status of those projects. The table includes the cost estimate derived in 2005 and the total cost of the project in the year it is expected to be completed.

Table 26: Projects listed in 2006-2011TIP that have not been completed

Project	Segment	Funding Source	Status	Estimated Cost in Year of Expenditure
N. John Paul Road	Madison Avenue Intersection	COM	Unfunded, scheduled completion 2012	\$319,000
STH 26 – Phase 2	CTH Y / Town Line Road	MAJ	Scheduled completion 2012	\$16,567,500
STH 26 – Phase 3 & 4	Phase 3: Townline to Storrs Lake Phase 4: Storrs to CTH N	MAJ	Scheduled completion 2013 & 2014	\$40,890,000
STH 26 – Phase 5	CTH N to S. Fort Interchange	MAJ	Scheduled completion 2014	\$23,652,750
Pearl Street	Court Street / Rockport Road	LRIP	Scheduled completion 2011	\$461,000
Jackson Street Bridge	Bridge over Rock River	BR	Scheduled completion 2013 & 2014	\$7,222,000
Palmer Drive	Racine / Mohawk Road	COJ (local funds only)	Scheduled reconstruction 2011	\$140,000
East Milwaukee Street Bridge	Bridge over Rock River	BR	Unfunded, scheduled completion 2015	\$5,000,000
CTH M	CTH MM / COM limits	RU – STP	Unfunded, scheduled completion 2015-2016	\$1,380,000

Committed Street and Highway Projects 2011-2016

All of the projects that the MPO Policy Board has already reviewed and approved through the 2011-2016 Transportation Improvement Program (TIP) have been included in the LRTP update as they are listed in the TIP, and make up the recommended projects for the first 5 years of the LRTP update. Projects beyond the first 5 years are planned but not programmed elements of the LRTP. Major short term projects include:

- The Highway 26 bypass (project number 12) around the eastern edge of the City of Milton. The project began construction in 2009 and will conclude in 2014.
- The study of the costs and benefits associated with creating a highway bypass extension on the west and south sides of the City of Janesville (project number 19). The study examines the merits of three projects that have the potential to be implemented individually or as a group. One project is the expansion of Highway 11/14 from County Highway O east to Highway 89 in Walworth County. The other two projects examine the benefits of new connections; one between the Avalon Road interchange and Highway 11/14, the other is a north-south connection between the Highway 11 bypass and Highway 14 that would create a west side bypass around Janesville. The west side bypass was formally included in the larger 11/14 corridor study in 2010, and will be included in the Environmental Impact Statement currently being performed by WisDOT. It should be noted that environmental consultation performed in an earlier Long Range Transportation Plan noted wetlands in the area where the corridor is proposed.

Additionally, the expansion of I-39/90 to six lanes (project number 63) and the installation of noise barriers along the residential areas may be considered a committed project. Amendment to the 2011-2016 TIP is being presented to the Policy Board on May 23, 2011. This project received approval by the state Transportation Projects Committee in fall 2010. As of Spring 2011, funding is appropriated in the Governor's *draft* 2012-2014 biennium budget. The MPO will be working closely with WisDOT on the entire project, including the placement of noise barriers.

Recommended Street and Highway Projects 2017 -2035

There are several projects in the 2005 – 2035 Long Range Transportation Plan recommended to occur between 2017 and 2035. However, these projects will need to receive approval from their sponsor jurisdiction(s) and committed funding before they can be implemented. This section evaluates the continued validity of these projects. Projects are listed in Table 24 with year of construction. The major projects scheduled for this period are:

- The Plan recommends a feasibility study of an east-west grade separated underpass be included in the I-39/90 project between Avalon Road and Delavan Drive. The intent of the recommendation is to examine local access needs in the area. See Appendix C for correspondence regarding this project.
- A study of the options for the reconstruction of the USH 51 Intersection also known as Five Points (project number 75).
- The expansion of Town Hall Road to four lanes (project number 67).
- The expansion of County Highway G to four lanes (project number 60) in coordination with the Beloit MPO.
- A study of the costs and benefits of expanding either all or portions of Highway 14 to four or six lanes in the City of Janesville (projects 61 & 62).
- A study of the costs and benefits of expanding all or a portion of Highway 51 from Black Bridge Road to Russell Road to four lanes (projects 68 & 69).

Towards the later years of the plan, we will want to begin preparing for the next set of major improvements. Due to the difficulties associated with estimating needs 30 years out, these projects may overlap this planning cycle and the next. The major projects planned within the final phase are:

- The study of the benefits of creating a north side bypass connecting to I-39 using portions of Highway 14, Highway 51, Kidder Road and County Highway M (projects 73) and its possible implementation. If the north side bypass is constructed, there is the potential to continue the connection to Highway 26 (project number 70), creating an east-west corridor north of the Cities of Milton and Janesville.
- The preservation of Milton-Shopiere Road (project number 72) to allow for a long term north-south transportation corridor on the east side of the MPO area. See Appendix C for correspondence regarding this project.

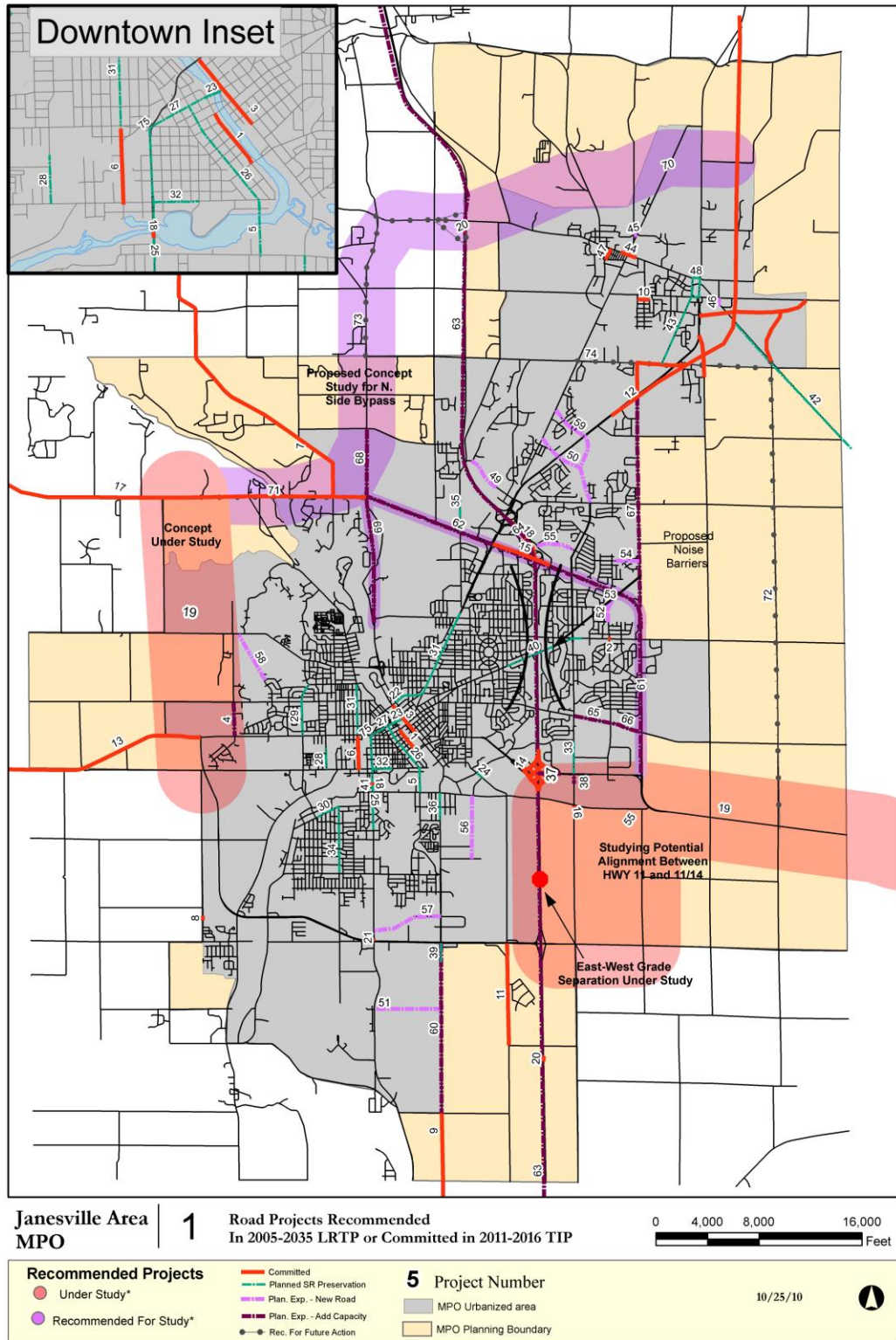
Table 27: Street and Highway Projects Committed in 2011-2016 TIP or Recommended in L RTP

proj #	Type	Project	Segment	Year	Funding	Source	Status
Projects listed in approved 2011-2016 Transportation Plan and carried into L RTP							
1	CP	River St. reconstruction	E. Racine to Court	2012	URB	COJ	Funding in first 3 years of TIP
2	CE	Milwaukee/Wuthering Hills roundabout	intersection Milwaukee/Wuthering Hills	2011	HSIP	COJ	Funding in first 3 years of TIP
3	CP	N. Main St. resurfacing	Centerway to St. Lawrence	2013	URB	COJ	Funding in first 3 years of TIP
4	CE	Austin Rd. reconstruction	Mineral Point to W. Court	2015	URB	COJ	Funding in first 3 years of TIP
5	CP	Jackson St. bridge	bridge over Rock River	2011	BR	COJ	Funding in first 3 years of TIP
6	CP	S. Pearl St. reconstruction	Court to Rockport	2011	LRIP	COJ	Funding in first 3 years of TIP
7	CP	CTH F resurface/reconstruction	USH 14 to S. limits of Edgerton	2011	RU-STP	--	Funding in first 3 years of TIP
8	CP	Hayner Rd. bridge	bridge over Markham Creek	2011	BR	--	Funding in first 3 years of TIP
9	CP	CTH G	Philhower to Sunny Lane	2011	RU-STP	--	Funding in first 3 years of TIP
10	CP	Elizabeth St. resurfacing	Elizabeth termini to Rainbow Dr.	2012	LRIP	COM	Funding in first 3 years of TIP
11	CP	S. Read Rd. bridge	Woodman Rd. to Avalon Rd. bridge	2011	BR	--	Funding in first 3 years of TIP
12	CE	STH 26 expansion	I-39/90 to Ft Atkinson Bus 26	2011-2012	NHS	--	Funding in first 3 years of TIP
13	US	STH 11 preservation and access plan	Monroe-Janesville	2012	NHS	--	Funding in first 3 years of TIP
14	CP	Ramp: cloverleaf to diamond	I-39/90 at STH 11	2013	SAF	--	Funding in first 3 years of TIP
15	CP	USH 14 pavement replacement	Lexington to Deerfield Dr.	2015-2016	STP-D	--	Funding in first 5 years of TIP
16	CP	CTH J railroad crossing improvements	Wright Rd.	2013	SAF	--	Funding in first 3 years of TIP
17	CP	USH 14 maintenance and overlay	CTH M to USH 51	2013	STP-D	--	Funding in first 3 years of TIP
18	CP	USH 51 railroad crossing improvements	USH 51 and Union Pacific RR	2012	SAF	--	Funding in first 3 years of TIP
19	US	USH 11/14 corridor study and EIS	Janesville to I-43	2011	STUDY	--	Funding in first 3 years of TIP
20	CP	I-39 guardrail treatments	STH 106 to Illinois state line	2011-2012	HSIP	--	Funding in first 3 years of TIP
21	CP	USH 51/STH 11 median improvements	intersection of USH 51 and STH 11	2011	WIS	--	Funding in first 3 years of TIP
22	CP	STH 26 reconstruction	Parker Dr. to 800' N of Randolph Rd.	TBD		COJ	Funding Not Programmed in TIP
23	CP	E. Milwaukee St. bridge replacement	bridge over Rock River	TBD		COJ	Funding Not Programmed in TIP
24	CP	Sharon Rd. bridge replacement	bridge over Spring Brook	TBD		COJ	Funding Not Programmed in TIP
25	CP	USH 51 structure replacement	structure over Union Pacific Railroad	TBD		COJ	Funding Not Programmed in TIP
26	CP	S. Jackson St. resurfacing	Milwaukee to Rock River	TBD		COJ	Funding Not Programmed in TIP
27	CP	W. Milwaukee St. resurfacing	Center to bridge	TBD		COJ	Funding Not Programmed in TIP
28	CP	S. Arch St. resurfacing	Rockport to 400' N. Salisbury	TBD		COJ	Funding Not Programmed in TIP
29	CP	N Crosby Ave. resurfacing	Court to Mineral Point	TBD		COJ	Funding Not Programmed in TIP
30	CP	W. State St. resurfacing	Willard to Oakhill	TBD		COJ	Funding Not Programmed in TIP
31	CP	N. Pearl St. resurfacing	Court to Highland	TBD		COJ	Funding Not Programmed in TIP
32	CP	Rockport Rd. resurfacing	Center to Lincoln	TBD		COJ	Funding Not Programmed in TIP
33	CP	S. Wright Rd. resurfacing	Racine to Palmer	TBD		COJ	Funding Not Programmed in TIP
34	CP	S. Oakhill Ave. resurfacing	Kellogg to State	TBD		COJ	Funding Not Programmed in TIP
35	CP	Kennedy Rd. resurfacing	HWY 14 to 1650' North of HWY 14	TBD		COJ	Funding Not Programmed in TIP
36	CP	Beloit Ave. resurfacing		TBD		COJ	Funding Not Programmed in TIP
37	CP	STH 11/ Midland intersection	intersection of STH 11 and Midland Rd.	2011		COJ	Funding Not Programmed in TIP
38	CP	STH 11/ Wright Rd. intersection	intersection of STH 11 and Wright Rd.	2011		COJ	Funding Not Programmed in TIP
39	CP	Beloit Ave. reconstruction	STH 11 to approx. 1,500 ft. south	TBD		COJ	Funding Not Programmed in TIP
40	CP	E. Milwaukee St. resurfacing	N. Sumac to Wright Rd.	TBD		COJ	Funding Not Programmed in TIP
41	CP	USH 51 reconstruction	from 400' north of Court to Nicolet	TBD		COJ	Funding Not Programmed in TIP
42	CP	CTH M reconstruction	CTH MM to city of Milton limits	TBD		RC	Funding Not Programmed in TIP
43	CP	Parkview Dr. reconstruction	HWY 59 to Townline Rd.	TBD		COM	Funding Not Programmed in TIP
44	CP	Traffic light installation	John Paul Rd. and W. Madison Ave.	TBD		COM	Funding Not Programmed in TIP
45	CE	E. Sunset Connector St.	Sunset termini to Lukas Lane termini	TBD		COM	Funding Not Programmed in TIP
46	CE	Sunnyside Dr. installation	East High to Gateway Dr.	TBD		COM	Funding Not Programmed in TIP
47	CP	Merchant Row reconstruction	HWY 59 to Vernal Ave.	TBD		COM	Funding Not Programmed in TIP
48	CP	Goodrich Square reconstruction	Area surrounding Goodrich Park	TBD		COM	Funding Not Programmed in TIP

proj #	Type	Project	Segment	Year	Funding	Source	Status
Projects recommended in LRTP that may move into a future Transportation Improvement Program							
49	PE NR	Kettering St.	W of Whitney/N. Brentwood Dr.	2012-2035	URB	--	Recommended in LRTP
50	PE NR	McCormick Dr.	McCormic Dr. Termini./New Wright Rd.	2012-2035	COJ	--	Recommended in LRTP
51	PE NR	NEW ROAD by airport	HWY 51/CTH G	2012-2035	COJ	--	Recommended in LRTP
52	PE NR	North Wuthering Hills Dr.	Mackinac/HWY 14	2012-2035	COJ	--	Recommended in LRTP
53	PE NR	Randolph Rd.	Holly Dr./Wuthering Hills Dr.	2012-2035	COJ	--	Recommended in LRTP
54	DELETED - Sandhill Rd. from Wuthing Hills to Townhall						
55	PE NR	Sandhill Rd.	Deerfield/Sandhill termini	2012-2035	COJ	--	Recommended in LRTP
56	PE NR	Todd Dr.	Todd Dr. termini/Conde St.	2012-2035	COJ	--	Recommended in LRTP
57	PE NR	Venture Dr.	Venture Dr. termini/HWY 51	2012-2035	COJ	--	Recommended in LRTP
58	PE NR	Waveland Rd.	Waveland Rd./CTH A	2012-2035	COJ	--	Recommended in LRTP
59	PE NR	Wright Rd.	E. Rotamer Rd./CTH Y	2012-2035	COJ	--	Recommended in LRTP
60	PE C	CTH G	HWY 11/South MPO boundary	2012-2035	COJ	--	Recommended in LRTP
61	PE C	HWY 14 (Rec. For Study)	HWY 11/Wright Rd.	2012-2035	COJ	--	Recommended in LRTP
62	PE C	HWY 14 (Rec. For Study)	Wright Rd./HWY 51	2012-2035	COJ	--	Recommended in LRTP
63	PE C	I-39/90	Through Rock County	2012	MAJ	--	Recommended in LRTP
64	PE C	Ryan Rd (part of I-39 project)	Morse/Deerfield	2012	MAJ	--	Recommended in LRTP
65	PE E	Ruger Ave. reconstruction	S. Wright to Wuthering Hills	2012-2035	URB	--	Recommended in LRTP
66	PE E	Ruger Ave. reconstruction	Wuthering Hills to USH 14	2012-2035	URB	--	Recommended in LRTP
67	PE C	Town Hall Rd.	HWY 14/HWY 26	2012-2035	URB	--	Recommended in LRTP
68	PE C	USH 51 North (Rec. for Study)	Russell Rd./USH 14	2012-2035	STH	--	Recommended in LRTP
69	PE C	USH 51 North (Rec. for Study)	Blackbridge Rd./USH 14	2012-2035	STH	--	Recommended in LRTP
70	LR E	Klug Rd. Extension	HWY 26/ I-39	2015-2045	N/A	--	consideration in LRTP
71	LR E	HWY 14	HWY 51 to future HWY 11 bypass	2015-2045	N/A	--	consideration in LRTP
72	LR E	Milton-Shopiere	E Hwy 11/14/Townline Rd.	2015-2045	N/A	--	consideration in LRTP
73	LR E	North Bypass	USH 51 to Kidder Rd. to CTH M: HWY 14/I-90	2015-2045	N/A	--	consideration in LRTP
74	LR E	Town Line Rd.	Milton-Shopiere/County Y	2015-2045	N/A	--	consideration in LRTP
75	LR E	Westside Gateway	5 points expansion	2015-2045	N/A	--	consideration in LRTP

TYPES	
CP	Committed Preservation
CE	Committed Expansion
SR P	Short Range Preservation
PE NR	Planned Expansion (New Road)
PE C	Planned Expansion (Capacity Expansion)
LR E	Long Range Expansion
US	Under Study

Figure 9: Street and Highway Projects Committed in 2011-2016 TIP or Recommended in L RTP



Financial Constraint

Funding resources that can be used to implement the recommendations in this plan come from a variety of programs at the federal, state and local levels. The estimate of revenues available for plan implementation is based upon an assessment of existing and historic funding levels, and assessment of potential funding sources. WisDOT provided estimated funding levels for General Transportation Aids, Connecting Highway Aids, and Local Road Improvement Program (LRIP). All estimated revenues and expenditures are given in 2011 constant dollars. The expansion of I-39/90 is reflected in the table. Table 25 demonstrates the remaining 24 years of the Plan continue to be valid and fiscally constrained.

Table 28: Federal Expenditures and Available Federal Funding 2011-2035

Funding Source	Estimated Available Funds									
	2011-2012		2013-2014		2015-2016		2017-2035		Total Available *	
	Fed/State	Local	Fed/State	Local	Fed/State	Local	Fed/State	Local	Fed/State	Local
STP - Urban (URB)***	\$1,557,322	\$191,000	\$904,463	\$316,000	\$904,463	\$318,000	\$8,140,167	\$2,035,042	\$11,506,415	\$2,860,042
STH Preservation	\$3,904,000	\$69,000	\$3,904,000	\$69,000	\$3,904,000	\$69,000	\$35,136,000	\$621,000	\$46,848,000	\$828,000
Majors Program	\$98,504,000	\$28,000	\$12,040,000	\$0	\$2,240,000	\$0	****	\$0	\$112,784,000	\$28,000
Bridge Replacement & Rehabilitation (BR)	\$643,000	\$161,000	\$5,320,000	\$1,333,000	\$0	\$0	\$4,000,000	\$1,000,000	\$9,963,000	\$2,494,000
Local Road Improvement Program (LRIP)	\$301,312	\$301,312	\$301,312	\$301,312	\$301,312	\$301,312	\$2,711,808	\$2,711,808	\$3,615,744	\$3,615,744
CHA	\$744,158	\$186,040	\$744,158	\$186,040	\$744,158	\$186,040	\$6,697,422	\$1,674,356	\$8,929,896	\$2,232,474
STP - Non Urban (RU- STP)	\$1,330,000	\$266,000	\$1,330,000	\$266,000	\$1,330,000	\$266,000	\$11,970,000	\$2,394,000	\$15,960,000	\$3,192,000
SAF	\$2,423,333	\$484,667	\$2,423,333	\$484,667	\$2,423,333	\$484,667	\$21,810,000	\$4,362,000	\$29,080,000	\$5,816,000
Local Projects**	\$0	\$800,333	\$0	\$800,333	\$0	\$800,333	\$0	\$7,203,000	\$0	\$9,604,000
Total	\$109,407,125	\$2,487,352	\$26,967,266	\$3,756,352	\$11,847,266	\$2,425,352	\$90,465,397	\$22,001,205	\$238,687,055	\$30,670,260

Funding Source	Expenditures From Recommended Projects									
	2011-2012		2013-2014		2015-2016		2017-2035		Total Programmed	
	Fed/State	Local	Fed/State	Local	Fed/State	Local	Fed/State	Local	Fed/State	Local
STP - Urban (URB)	\$1,557,322	\$191,000	\$904,463	\$316,000	\$904,463	\$318,000	\$8,140,167	\$2,035,042	\$11,506,415	\$2,860,042
STH Preservation	\$554,000	\$187,000	\$4,359,000	\$0	\$6,229,000	\$20,000	\$35,136,000	\$621,000	\$46,278,000	\$828,000
Majors Program	\$98,504,000	\$28,000	\$12,040,000	\$0	\$2,240,000	\$0	****	\$0	\$112,784,000	\$28,000
Bridge Replacement & Rehabilitation (BR)	\$643,000	\$161,000	\$5,320,000	\$1,333,000	\$0	\$0	\$4,000,000	\$1,000,000	\$9,963,000	\$2,494,000
Local Road Improvement Program (LRIP)	\$300,000	\$406,000	\$0	\$0	\$0	\$0	\$2,711,808	\$2,711,808	\$3,011,808	\$3,117,808
CHA	\$744,158	\$186,040	\$744,158	\$186,040	\$744,158	\$186,040	\$6,697,422	\$1,674,356	\$8,929,896	\$2,232,474
STP - Non Urban (RU- STP)	\$180,000	\$45,000	\$0	\$0	\$1,149,000	\$231,000	\$11,970,000	\$2,394,000	\$13,299,000	\$2,670,000
SAF	\$2,423,333	\$484,667	\$2,423,333	\$484,667	\$2,423,333	\$484,667	\$21,810,000	\$4,362,000	\$29,080,000	\$5,816,000
Local Projects**	\$0	\$800,333	\$0	\$800,333	\$0	\$800,333	\$0	\$7,203,000	\$0	\$9,604,000
Total	\$104,905,813	\$2,489,040	\$25,790,954	\$3,120,040	\$13,689,954	\$2,040,040	\$90,465,397	\$22,001,205	\$234,852,119	\$29,650,324

* Does not include GTA, or STH O & M funds. These may be used to cover funding shortfalls.

**Projects have the potential to be funded with GTA funds. Average of all local preservation projects in 2011-2016 TIP not funded with federal/state

***available funds 2011-2012 include \$540,774 carried over from previous STP cycles

**** I-39/90 expansion total estimated cost \$1,000,000,000 but not programmed in Janesville Area MPO at this time

Amendments to the Streets and Highways Chapter of the 2005-2035 Long Range Transportation Plan

1. I-39/90 East-West access. Review adequacy of I-39/90 crossings within the MPO, in coordination with WisDOT, to improve movement across I-39/90 for all modes of transportation. The 2005 Plan recommends an extension of Ryan Road (project #64). Additionally, the MPO recommends the following two items be included as part of the design process to reconstruct I-39/90

- **Bell Street.** This proposal includes an extension of Bell Street to the north under I-39/90 within the railroad viaduct (underpass) owned by the State Department of Transportation. The Bell Street improvement would extend north adjacent to the existing rail line operated by WSOR and connect to Fulton Street providing greater connectivity in Janesville's northeast commercial area for motorists, transit, bicycles, and pedestrians. This project is not included in the 2011-2016 TIP and is not programmed. The improvement would be timed with the reconstruction of I-39/90.
- **HWY 14 to Mt. Zion.** This general area is recommended for study of an east-west connection.

2. Huntinghorne Drive. The City of Janesville intends to construct and open for traffic the first phase of McCormick Drive extended east from STH 26 to Huntinghorne Drive in coordination with the 2012 improvements programmed by the State of Wisconsin for STH 26 at and near the intersection with McCormick Drive. The City will also similarly construct a segment of Huntinghorne Drive north of Braxton Drive as part of this improvement. The connection will help restore access that will be partially lost at the intersection of Woodcrest Drive and STH 26 when the median is closed to eliminate south bound turning movements onto STH 26. This project will include City of Janesville funding only. The 2011-2016 TIP is being amended to include this project.

3. Third Lane. The City of Milton intends to use LRIP funds to rehabilitate Third Lane in year 2011. The total cost of the project is \$18,819, half of which will utilize LRIP funds. The 2011-2016 TIP is being amended to include this project.

4. Four Mile Bridge, HWY 14. WisDOT will reconstruct Four Mile Bridge in year 2015-2016. This project will be funded using state discretionary funding (STP-D) and will begin design in 2011 and construction in 2015-2016. The 2011-2016 TIP is being amended to include this project.

5. I-39/90 Reconstruction: design and program control. WisDOT requested design and program control for I-39/90 to be included in the 2011-2016 TIP as three project listings. The first is program control to begin CY 2011 and phased through CY 2019. The second is design to begin CY 2011 on the south segment from CTH O to the Illinois line. The third is design to begin CY 2011 on CTH O to Rock County

line. This project will be funded using a combination of state funding (WIS) and national highway system funding (NHS). This project, in three listings, is being reflected in a TIP amendment.

Committed and Recommended Bicycle and Pedestrian Projects

The Janesville Area MPO Bicycle and Pedestrian Plan was developed to serve as a long range action plan for development and construction of on-street and off-street bicycle and pedestrian facilities within the planning area. Projects 2 through 4 have already been reviewed and approved by the MPO Policy Board through the 2011-2016 Transportation Improvement Program (TIP), and have been included in the LRTP update as committed projects. Additionally, projects 1 and 5, which do not utilize state or federal funds and therefore do not require MPO approval, are described below to provide information.

E. Racine Trail from Wright Road to Springbrook Trail (1 & 5)

In 2011, The City of Janesville will build .7 miles of trail along E. Racine Street to connect the Spring Brook Trail (at Wuthering Hills) to St. Mary's Hospital. As part of the new development, the hospital will build .2 miles of trail along the frontage of STH 11.

HWY 26 Corridor and Overpass at CTH Y (2 & 3)

The state trail project will begin near the North Wright Road overpass and extend north to Fort Atkinson and will include a pedestrian bridge spanning STH 26 near the intersection of STH 26 and John Paul Road (CTH Y).

Milton Glacial River Trail (4)

The City of Milton is responsible for the portion of the STH 26 Corridor Trail within the City of Milton limits. Milton received a \$305,000 Transportation Enhancement Grant (80/20) to assist with this effort. The Milton segment of the trail will be designed by WisDOT and constructed at the same time as the STH 26 bypass.

Amendments to the Bicycle and Pedestrian Chapter of the 2005-2035 Long Range Transportation Plan

Changes and amendments to off-street facilities in the 2005 – 2035 Long Range Transportation Plan are described below. Projects number 13 and project number 14 are new opportunities identified since 2005. Following the project descriptions, Figure 10 and Table 26 show all recommended projects for the 2011 update. Project schedules have been updated and estimates have been inflated from 2005 to 2011. The Plan proposes recommendations in two phases for the City of Janesville. Phase I has general completion dates falling between 2011 and 2016, and Phase II falling between either 2017-2025 or 2017-2035. The timing of these projects are dependent upon multiple factors such as grant awards, availability of local matching funds, and ability to secure easements and development rights. There are no new sources of funding or funding availability changes since the previous Plan.

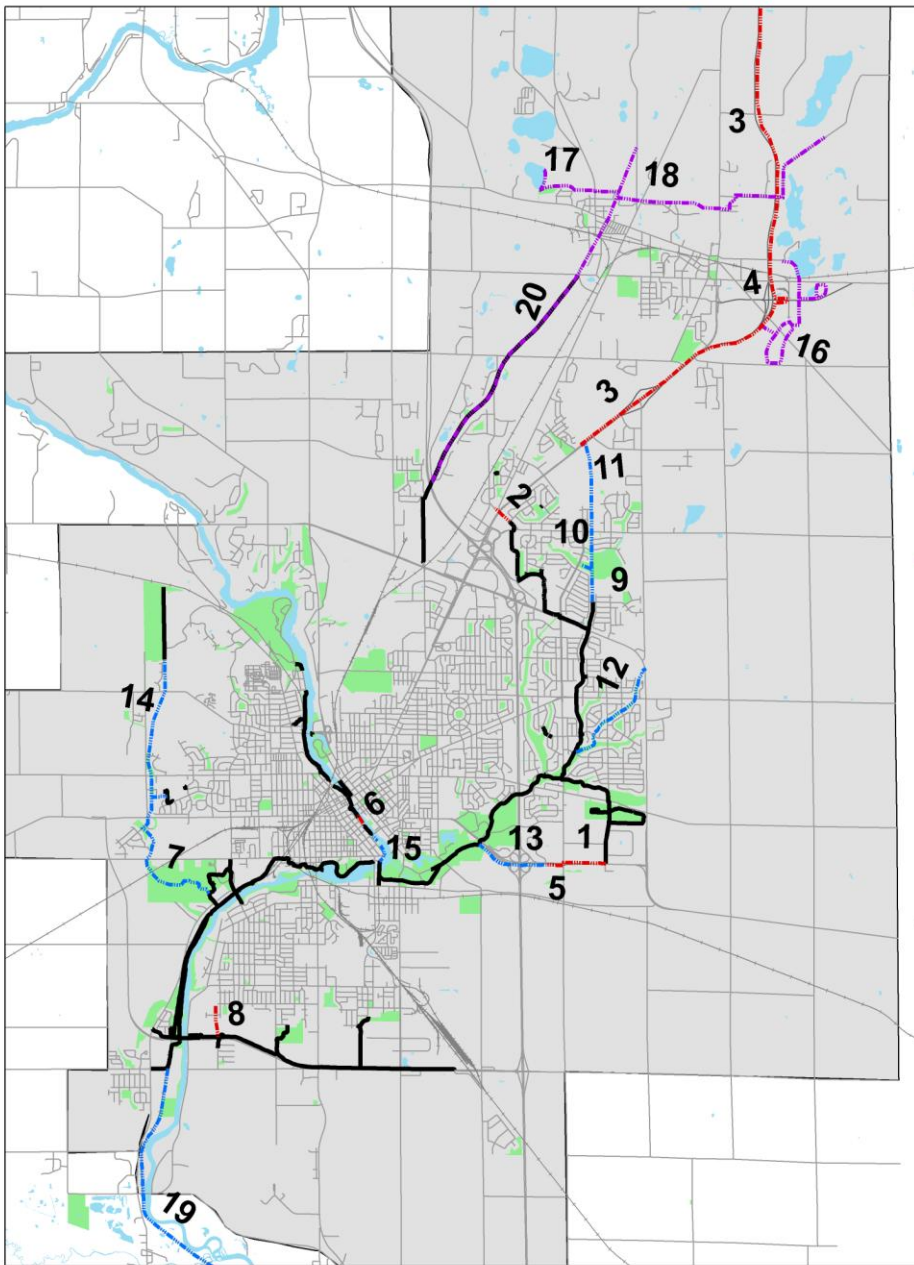
Spring Brook Trail Extension Northeast to HWY 14 Underpass (12)

This extension of the Spring Brook Trail branches off from the main trail near Brunswick Lane and travels northeast along the greenbelt and terminates at HWY 14. An underpass at HWY 14 is planned for construction at the time of improvement to HWY 14.

E. Racine Trail from Palmer Park to Midland Road (13)

This .9 mile segment of trail will finish the loop serving Palmer Park and Blackhawk Golf Course, Youth Sports complex, and Dean/St. Mary's Hospital. This segment may be all or partially on-street, and will be constructed at the time of the reconstruction of the I-39/90 ramp.

Figure 10: Existing and Future Bicycle and Pedestrian Facilities



**Janesville Area
MPO**

Existing and Future Bicycle and Pedestrian Projects
In 2005-2035 LRTP or Committed in 2011-2016 TIP

0 0.45 0.9 1.8
Miles

	2011-2016	5 Project Number		Existing Off-Road Trail	3/22/11	
	2017-2025			MPO Planning Boundary		
	2017-2035					

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Table 29: Committed and Recommended Bicycle and Pedestrian Projects

Committed in 2011-2016 Transportation Improvement Program

Map ID	Project Name	Timeframe	Estimated Cost in Year of Expenditure
1	E. Racine (Wright to Wuthering Hills)	2011	\$70,000
2	Bike/Ped overpass at CTH Y and approaching paths	2012	\$421,200
3	HWY 26 Corridor (Wright Rd. to Town Hall)	2012	\$196,560
3	HWY 26 Corridor (Town Hall to STH 59)	2012	\$218,160
3	HWY 26 Corridor (Storrs Lake Rd to CTH N)	2013	\$402,840
4	Milton Glacial River Trail (STH 59 to Storrs Lake Road)	2013	\$305,000
Committed Total			\$1,308,760

Private Trail Projects - Committed

5	St. Mary's Hospital - Wright Rd. to Midland	2011	unknown
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Janesville Projects

Phase 1

Map ID	Project Name	Timeframe	Estimated Cost \$2011
6	Ice Age Trail - Racine to Wilson, Union to Van Buren	2011-2016	\$97,086
7	Westside Fisher Creek Trail	2011-2016	\$2,032,031
8	Valley Park Connector - crushed rock	2011-2016	\$79,023
2011-2016 Total			\$2,208,141

Phase 2

Map ID	Project Name	Timeframe	Estimated Cost \$2011
9	Spring Brook Trail - NE Regional Park Extensions	2017-2025	\$194,172
10	NE Regional Park	2017-2025	\$207,154
11	NE Regional Park to HWY 26	2017-2025	\$207,154
12	Spring Brook Trail - Extension NE to (not including) HWY 14 Underpass	2017-2025	\$225,000
13	E. Racine - Palmer Park to Midland Road	2017-2025	\$235,000
14	Westside connector - W. Court to Arboretum	2017-2035	\$321,738
15	Ice Age Trail - River Street	2017-2035	\$383,828
2017-2035 Total			\$1,774,047

City of Janesville Total \$3,982,188

Milton Projects

Map ID	Project Name	Timeframe	Estimated Cost \$2011
16	Highway 26/59 Recreation Area	2017-2035	\$547,520
17	Clear Lake Trail	2017-2035	\$366,895
18	Bowers Lake - Sunset Drive Trail	2017-2035	\$733,789
Milton Total			\$1,648,203

Rock County Projects

Map ID	Project Name	Timeframe	Estimated Cost \$2011
19	Peace Trail - Rock River Connector	2017-2035	\$581,387
20	Janesville-Milton Trail - upgrade to crushed rock	2017-2035	\$293,516
Rock County Total			\$874,902

On – Street Facility Construction

There are no specific on-street facility amendments to the Bicycle and Pedestrian element to the 2005 – 2035 Long Range Transportation Plan at this time. Two committed off-street trail improvements will create gaps which will likely be connected in whole or in part through on – street facilities. The E. Racine Street segment, previously described as project number 12, will be timed with the reconstruction of the I-39/90 Interstate ramp. The construction of the HWY 26 Corridor Trail (project #3) and overpass spanning HWY 26 at CTH Y (project #2) leaves a 1.3 mile gap along HWY 26. An off-street trail along HWY 26 to fill the gap is not feasible due to developed properties along the highway. Instead, the connection between the two trail segments will be developed on-street using portions of John Paul Road, McCormick Drive, and other possible future streets. Further study is needed to determine the connection, and may be timed with safety improvements.

Committed and Recommended Transit Projects

There are no major changes to transit operations or capital plans at this time. Ridership, operating revenues and expenditures, and capital needs have been updated. Mainly, this chapter looks at recent developments and suggests how the 2012 Transit Development Plan will evaluate service needs.

Funding for transit projects in the Janesville urbanized area is available from federal, state, and local sources. The Janesville urbanized area receives operating and capital assistance under Section 5307 of the Federal Transit Act, which is received and distributed by WisDOT. Over the 6 year TIP period, it is anticipated that up to \$6,000,000 in operating assistance funds will be available, depending on JTS' annual operating budgets and any potential changes in distribution formulas. The total federal share of transit operating projects in the transit element of the TIP does not exceed the apportioned Section 5307 funds available to the urbanized area. Capital projects are proposed to be funded primarily by Section 5309 funds, with some backfill from Section 5307.

WisDOT provides transit operating assistance to urbanized area through Section 85.20 of the Wisconsin Statutes. JTS can recover a portion of the total transit system operating costs through this program. This program does not provide a statutory percentage of expense coverage. However, for planning purposes, it is assumed that a maximum of 25% of costs will be covered under this program over the life of the Plan; with austerity measures brought about by policy changes at the state level in the near term probably resulting in lower percentages of cost coverage in the next decade.

All of the projects that the MPO Policy Board has already reviewed and approved through the 2011-2016 Transportation Improvement Program (TIP) have been included in the LRTP update as they are listed in the TIP. The most significant projects scheduled for the first five years of the plan are:

- Construction of a new Transit System Operations and Maintenance Facility. The City of Janesville is in the design phase of the building project, awaiting additional federal capital assistance before proceeding to construction.
- Refurbish Janesville Transfer Center. This project to update this 12 year old facility begins in 2011.
- Replace Radio Base Station and System Components. This is a phased program to bring transit radio system into compliance with FCC narrow banding rule by January 2013. This project begins in 2011.
- Transit Development Plan 2012. Update of the plan adopted in 2007.
- Rock County Mobility Manager. The Rock County Council on Aging received a Section 5317 grant to hire a mobility manager for calendar year 2011. This position was filled as of April 1, 2011. This position works with the Rock County Transportation Coordinating Committee.

Table 30: Transit Operating Expenditures as listed in the 2011-2016 Transportation Improvement Program

Planned Operations Expenditures Using Section 5307 and Section 85.20	2011				2012				2013				2014				2015-2016			
	fed	state	local	total	fed	state	local	total	fed	state	local	total	fed	state	local	total	fed	state	local	total
Janesville Transit System Operations	853	768	1222	2843	878	791	1259	2928	905	814	1297	3016	994	777	1335	3106	1024	800	1376	3200

The City of Milton began developing a shared ride taxi service in 2010, as part of the Janesville –Milton-Whitewater planning project, and included a listing in the 2011 – 2016 TIP in the amount of \$34,000 (Sec. 5307), \$26,000 (Sec. 85.20), and \$45,000 in local funding. Milton’s shared ride taxi program will be discussed further in the recommendations section of this chapter.

Major capital projects are funded by Section 5309 federal discretionary capital funds, administered by WisDOT. The normal annual funding amount is dependent upon the political process, making the annual amount variable. Should funding run out in a given year, projects are reprogrammed to later years. This is evidenced in Table 28, which lists projects in the 2011-2016 TIP. Projects highlighted in yellow were listed in the 2006-2011 TIP but have not been completed to date. Some projects listed below have experienced delays or the scope of work has been revised. The MPO does not program capital transit projects in the TIP until funding is secured.

Table 31: JTS Transit Capital Expenditures as listed in the 2011 – 2016 Transportation Improvement Program

Planned Capital Projects using Section 5309 (\$1,000)	2011			2012			2013			2014			2015-2016		
	fed	local	total	fed	local	total	fed	local	total	fed	local	total	fed	local	total
Transit System Operations and Maintenance Facility	3542	376	3918												
Refurbish Transfer Center	32	8	40												
Replace Radio Base Station and Components	40	10	50	40	10	50									
Replace Supervisory Vehicle	28	7	35										28	7	35
Replace Shop Service Truck				60	15	75									
Replace Buses				640	160	800	960	240	1200	960	240	1200	960	240	1200
Capital Repair Parts	32	8	40				32	8	40	32	8	40	32	8	40
Purchase/install bus stop signs				7	2	9							10	2	12
Shop Equipment	48	12	60				8	2	10	20	5	25	32	8	40
Replace Computers				6	2	8							8	2	10
Replace office copier/printer/fax	5	1	6										5	1	6
Replace Passenger Shelters							70	70	140						

Public and private non-profit transit providers serving the elderly and disabled populations within the Janesville Urbanized Area submit projects to be listed in the TIP. Below are the projects listed in the 2011 – 2016 TIP.

Changes to operating expenditures for paratransit service are reflected in the JTS long range operating expenses. Capital expenditures are not predicted to change. Rock County receives capital assistance under FTA Section 5310 for the replacement of vehicles and equipment. These projects require approval by the MPO policy Board as part of the annual TIP, and are administered at the state level by WisDOT.

Table 32: Non – Fixed Route Transit Capital Expenditures as listed in the 2011-2016 Transportation Improvement Program

Elderly, Disabled, & Other Non - Fixed Route Transit	2011			2012			2013			2014			2015-2016		
	fed	local	total	fed	local	total	fed	local	total	fed	local	total	fed	local	total
Rock County Council on Aging/Specialized Transit - Replace 1 van	32	8	40	31	8	39									
	Sec. 5310	RC		Sec. 5310	RC										
Community Action - car loan program	120	119	239												
	WETAP	COM Action													
Rock County Council on Aging/Specialized Transit - Mobility Manager	86	18	104												
	Sec. 5317	RC													

Projected Ridership and Underserved Areas

As discussed in the Implementation to Date chapter, overall JTS ridership has declined by 19.9% in terms of unlinked trips, since 2006, due to a combination of the economic recession and fare increases in 2007 (the first in 10 years) and again at the beginning of 2010. Fares were increased as a result of the inability of the City’s General Fund to absorb a higher percentage of Transit operating costs and as such to avoid the alternative of a service decrease; and to maintain an appropriate relationship of the proportion of operating costs paid by users of the service versus that paid by City taxpayers. Based on experience after previous fare increases in the 1990’s, ridership may be expected to rebound slowly as customers adjust to the new economic conditions and fares. Evidence of this began to be seen in the 4th calendar quarter of 2010 and the first calendar quarter of 2011, when ridership exceeded that of the same period of the preceding year. In addition, a reduced-fare token program instituted by the City Council in 2009 as a response to the effects of the economic downturn has also helped to bolster ridership.

In the near term, this recovery may be threatened by potential losses of state transit operating assistance and further erosion of the General Fund’s ability to pay its portion of even the current level of service, as the result of policy changes and related budgetary actions at the state level as this report is being written. Austerity measures reducing the level and scope of service which may have to be enacted as a result of this situation, as well as further fare increases to support even a reduced level of service, would likely further impact ridership and the ability of the transit system to meet community needs. Longer term, with a return of a more robust local economy and other initiatives that could support a higher level of investment in transit, service levels and ridership may return to pre-2007 levels by the end of the mid-range of the planning period in 2021.

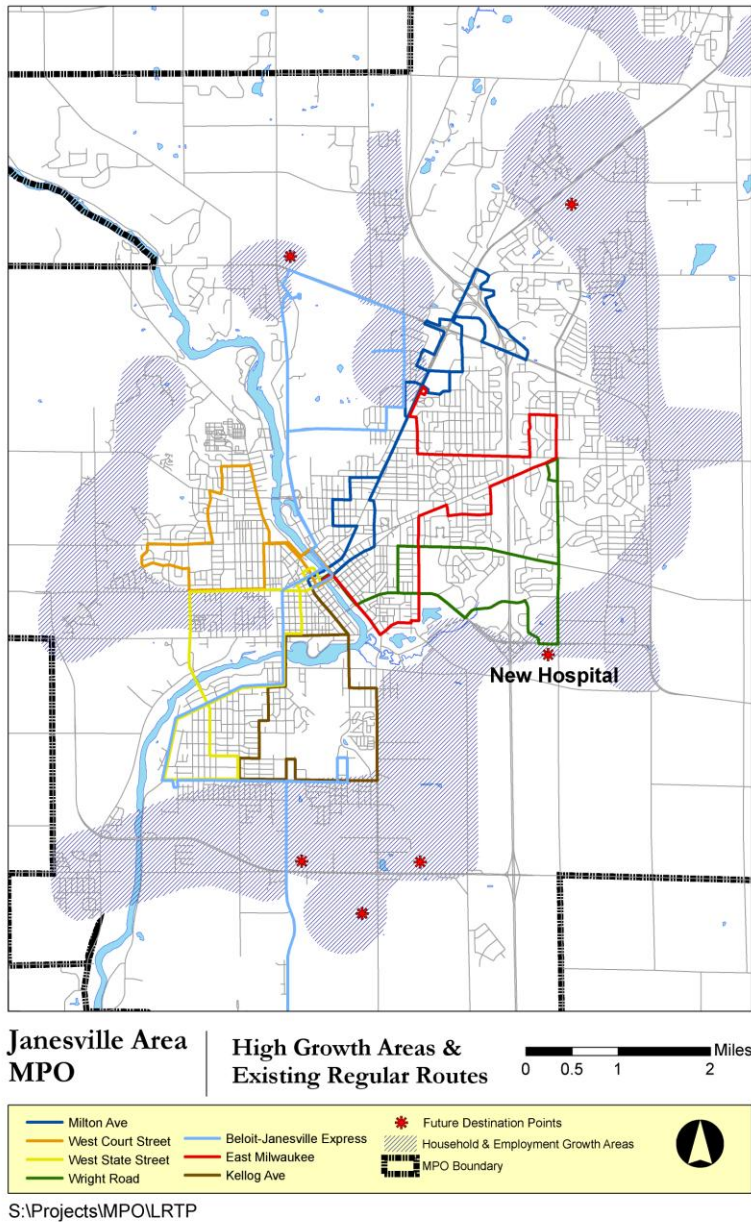
Table 30 updates projected ridership by resetting the actual ridership in 2010. Ridership includes transfers and Paratransit customers. Projections include a .6% increase in ridership per year, the same percent increase assumed in the 2005 Plan. Although short term service cuts are possible, the unknown future of JTS service makes it impossible to accurately predict ridership changes.

Table 33: JTS Projected Ridership 2010 - 2035

Actual 2010	429,823
2015	442,953
2020	456,484
2025	470,429
2030	484,799
2035	499,609

An important transit goal is to serve major employment centers and serve areas of high transit potential. The MPO will assist JTS in researching and designing alterations to regular route service on the east side of the City in order to reach Dean/St. Mary's Hospital, a new medical facility opening in fall 2011. These changes will modify existing routes to serve an important new community facility, but not add service or increase the cost of operation in any way. Service will be reduced in one or more areas of the city in order to provide service to the hospital. Due to slow growth and development of Janesville over the last five years, underserved areas have not grown in the manner projected in the 2005 Plan. While the areas of future growth remain; the rate of growth is expected to remain slow over at least the next five years.

Figure 11: High Growth Areas & Existing JTS Regular Routes



Major expansion of JTS service is not expected to occur over the three planning periods between 2011 and 2035. Future TDP's may identify the need for the expansion of service to underserved areas, however this will be tied directly to the availability of additional funding sources. At this time transit service, in terms of fixed routes operated, bus miles, hours of service, and ridership are anticipated to be similar to that which currently exists through 2035. Alterations may result to provide service to major industrial and commercial developments and new schools from areas of the city that exhibit high transit potential for those sites. It is expected that new residential developments, particularly those of lower

density and higher cost, will not necessarily be provided with regular fixed-route service due to funding constraints and limited transit potential. Funding constraints, travel demand, and demographic shifts will remain the controlling factors in determining whether some sections of the city will continue to receive regular fixed-route service. In general, financial limitations drive operating constraints which limit the ability to offer transit service to all parts of the city or to expand the hours and days of service; however the strategies outlined in this plan should enable JTS to maintain an effective system for the majority of its currently identified user-groups through the life of the plan.

Two long term transit issues, extension of intercity service to Milton, Whitewater, and UW-Whitewater, and shared ride taxi within the City of Milton, are transit opportunities that would benefit the community and economy. These transit services are long term recommendations.

Financial Plan

The following financial updates do not assume any major changes in service or capital plans. Tables reset the planning horizon by providing actual data for programmed years 2011 through 2016 and then projecting beyond to the 2035 horizon.

Table 34: JTS Estimated Revenue and Assistance 2011 - 2035

Operating Assistance			
	2011-2016	2017-2025	2026-2035
Farebox, Advertising, Paratransit & Misc. Revenue	\$ 3,310,554	\$ 5,895,942	\$ 8,755,839
Federal Operating Assistance	\$ 5,643,691	\$ 10,751,424	\$ 15,966,530
State Operating Assistance	\$ 4,840,722	\$ 9,364,144	\$ 13,906,333
Local	\$ 4,597,992	\$ 8,670,503	\$ 12,876,234
Total Revenue:	\$ 18,392,959	\$ 34,682,014	\$ 51,504,937
Annual Average	\$ 3,065,493	\$ 3,853,557	\$ 5,150,494

Source: 2011-2016 TIP (2011 dollars plus 3% annual increase) Assume State and Federal share 57%, farebox 17% and local 25%.

Table 35: JTS Capital Projects 2011 - 2035

Capital Expenditures			
	2011-2020	2021-2035	Total
Capital Repair Parts	\$300,000	\$450,000	\$750,000
Replace/Purchase Shop Equipment	\$50,000	\$50,000	\$100,000
Purchase Utility Vehicle	\$45,000	\$45,000	\$90,000
Rehabilitate Downtown Transfer Center	\$250,000	\$100,000	\$350,000
Rehabilitate JTS Buses	\$885,500	\$1,518,000	\$2,403,500
Replace bus signs	\$34,000	\$42,500	\$76,500
Replace Computer Equipment	\$22,500	\$15,000	\$37,500
Replace Garage Sweeper	\$30,000	\$30,000	\$60,000
Replace JTS Buses and Paratransit Van(s)	\$2,610,000	\$4,640,000	\$7,250,000
Replace Maintenance Shop Truck	\$60,000	\$60,000	\$120,000
Replace Office Copier/Printer/Fax	\$12,000	\$18,000	\$30,000
Replace Passenger Shelters/Benches	\$66,000	\$66,000	\$132,000
Replace Radio Equipment	\$75,000	\$100,000	\$175,000
Replace Service/Supervisory Vehicles	\$56,000	\$84,000	\$140,000
Construction of Transit Systems Maintenance Garage	\$7,000,000		
Refurbishment of Transit Systems Maintenance Garage		\$500,000	\$500,000
Capital Totals:	\$11,496,000	\$7,718,500	\$12,214,500
Average	\$2,299,200	\$1,543,700	\$2,442,900

Funding

Implementation of the transit recommendations will be contingent on continued funding support of service.

State Assistance: Wisconsin has been a national leader in supporting public transit services, with the state operating assistance program dating to 1975. Janesville has been part of this program since the outset. Innovative programs, such as shared ride taxi public transit services in small communities, have resulted in statewide coverage and a total of 71 transit systems in communities large and small across the state. The amount of state assistance has varied over the years, reaching a high of 42% of operating expenses in the early 1990's, and currently covering 26% of expenses for transit systems in cities the size of Janesville. Funding comes from the state's segregated Transportation fund, which is supported by transportation user fees; primarily the state's motor fuel tax. As of this writing, proposals to significantly alter the program in the name of fiscal necessity, including removing transit assistance from the Transportation Fund and reducing the level of funding have been made by the Governor, with legislative action pending. The outcome could significantly alter the long-term fiscal picture for JTS.

Federal Assistance:

- a. **Operating:** In recent years, federal operating assistance provided under Section 5307 of the Federal Transit Act has covered up to 31% of JTS' annual operating expenses. The authorizing legislation underlying the program expired in 2009 and has been extended year-to-year since then. Attempts to develop and pass new authorizing legislation have thus far been unsuccessful. It is anticipated that federal assistance will continue to cover a significant portion of JTS' operating expenses through the planning period. However, changes in authorizing legislation and appropriations actions driven by the policies of the party in power at the time make an accurate long-term estimate impossible.
- b. **Capital:** The Wisconsin Department of Transportation has developed an annual capital funding request for Section 5309 discretionary funds for over two decades. These requests were coordinated with the state's congressional delegation and funded through an annual "earmark" of funds sponsored by the delegation. In recent years, the earmarking process for capital funds has become politically unpopular and discredited to the point where it no longer represents a viable means of funding the state's annual transit capital program. Unfortunately, neither the Congress nor the FTA has developed a viable alternative to earmarking, and as a result, as of this writing no replacement mechanism able to provide a somewhat reliable source of annual capital funding exists. For Janesville, this presents a significant problem both immediately and into the future, as the major project to replace the City's transit operating and maintenance facility is stalled with less than half of the needed funding allocated and obligated in FTA grants. The situation may also affect impending bus replacements within the next 5 years. Absent passage of renewed authorizing legislation, and a reliable means of funding transit capital needs, over time JTS' ability to operate and maintain its bus fleet and provide reliable service to the community will increasingly be called into question.

Locally Generated Funding: After state and federal assistance, the balance of funding to support public transit operating and capital expenses is generated locally. Passenger fares have already been addressed earlier in this document. In Janesville, fares are set by City Ordinance, requiring a public hearing and affirmative vote of the City Council to be enacted. These actions usually, but not exclusively, occur as part of the annual City budget process. The balance of local funding presently comes from the City's General fund, supported by property taxes, municipal fees and state shared revenues. The ability of the General Fund to underwrite its share of transit operating costs as well as the full range of municipal programs is directly related to the state of the local and state economy and resultant tax collections. Again due to fiscal austerity policies proposed at the state level and awaiting legislative consideration, the future ability of the City's general fund to support the current level of transit service, at least in the short term, is in doubt.

Regional Transit Authorities: Attempts were made to pass state wide Regional Transit Authority (RTA) enabling legislation in June of 2009 during the preparation of the 2009-2011 Wisconsin State budget, and in April of 2010 during the regular session of the Wisconsin State legislature. This legislation would permit local governments in a region (such as Rock County or a more ad-hoc grouping of local governments) to band together to jointly provide public transit service that they now provide individually through the institution of an RTA. To support this effort, the RTA would have the authority to levy a sales tax of up to 0.5% in the region, with the proceeds being used to defray the local share of operating and capital costs. Such a sales tax would likely require a positive referendum vote in the area to be served by the RTA. In turn, this would remove local share costs for transit service from the property tax in the various municipalities sponsoring transit service. RTA's would also presumably be able to provide service beyond municipal boundaries in rural areas and smaller communities, addressing the transportation needs of citizens currently unable to access transit services.

In each case, the legislation came very close to passing, but was not adopted into State law. Meanwhile, the State Legislature has begun authorizing Regional Transit Authorities on a case-by-case basis, with 4 authorized as of late 2010. These RTA's are politically controversial, however, with certain legislators vowing to push through legislation to rescind their formation. As of this writing, their future is somewhat in doubt.

Recommendations for Freight Planning

Introduction and Purpose

The movement of people and goods is vital to the everyday life of those who live in the MPO area and the businesses that operate here. In response to the loss of General Motors and other freight rail customers, the MPO is turning its attention to the preservation and maintenance of rail corridors in the area. This update is an opportunity to better integrate freight rail planning and preservation with economic development. This Chapter updates the existing rail inventory cataloged in the 2005-2035 Long Range Transportation Plan, identifies issues, and offers recommendations and resources for rail planning.

The availability and quality of rail infrastructure creates a competitive economic development advantage for Rock County. With significant basic infrastructure in place, maintenance and improvement to this investment is critical to the expansion of rail users and the attraction of new business. The quality of this resource directly impacts the creation of jobs, business investment and tax revenues for the incorporated areas of Rock County as well as making these local lines more profitable for the railroads. Increased profitability for rail owners encourages continued investment and improvement to rail infrastructure.

This chapter does not cover truck or air freight. The infrastructure needs of freight transportation by truck are generally addressed in the Freight section of the 2005 Plan. Previous highway planning efforts by the MPO have resulted in significant enhancements of the road network in the planning area to facilitate ease of access and egress to the area for truck freight. The MPO has not previously dealt with air freight; although it recognizes that the Southern Wisconsin Regional Airport, located in the planning area, is an important resource in this regard and possesses significant capabilities for air freight service. Rock County, which owns and operates the airport, has made significant infrastructure and equipment investments in the airport in recent years to ensure that it is capable of hosting such service; including provision of sufficient runway, taxiway and ramp capacity to host large jet aircraft. The next major Plan update will measure integration of all freight modes within the transportation system.

Railroad Facilities

An inventory of existing railroad facilities and corridors is provided in the South Central Wisconsin Commuter Transportation Study (SCWCTS), published in 2007. The study includes a comprehensive inventory and analysis of rail facilities in order to assess the capacity for passenger rail. The maps and tables included in this chapter have been copied out of the SCWCS. Table 1 is up to date as of 2011.

A map of the rail links coded by identification number is included on Figure 1. A list of the individual links is provided on Table 1, including various attributes associated with each. Terminal points, length in miles, prior and current ownership, and current rail operators of actively used lines are provided. A full profile for each link is provided in the SCWCS document in Appendix A.

Figure 1. Map of SCWCS Rail Links

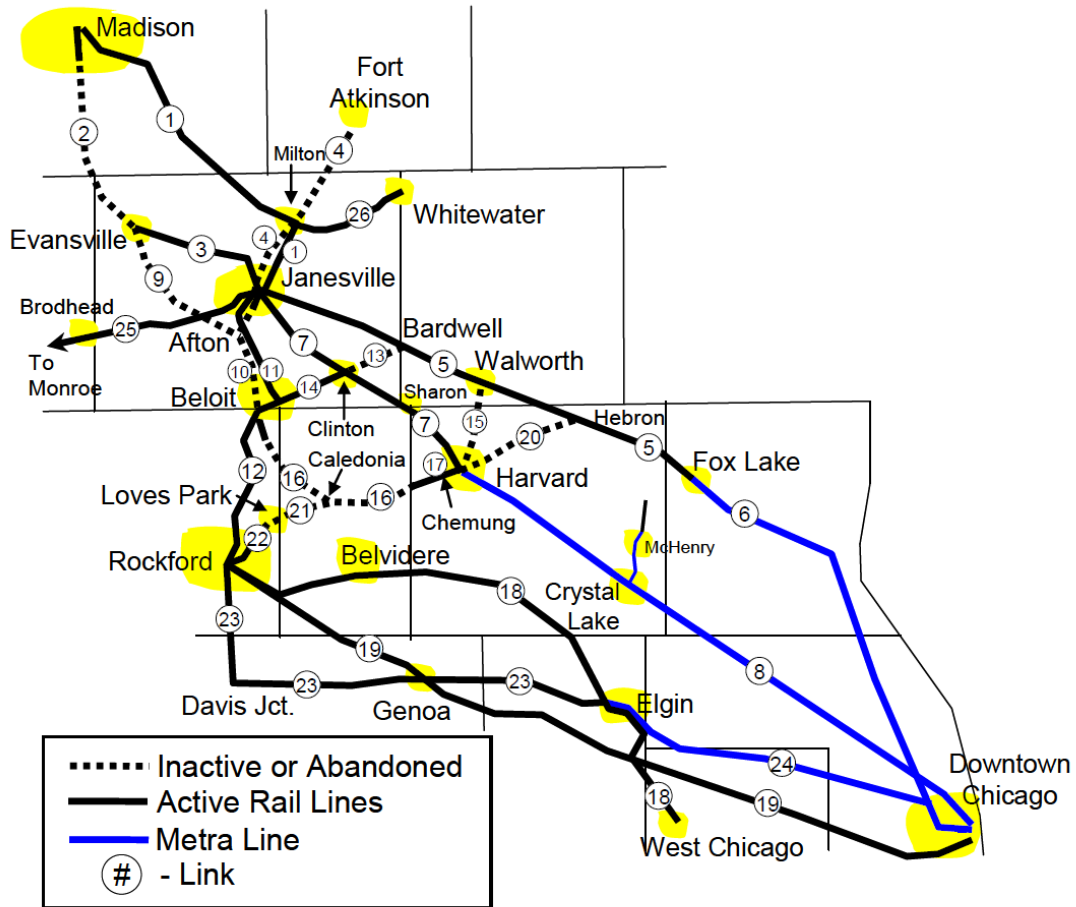


Table 1: Rock County Rail Corridor Inventory

#	Corridor Code	Rail Corridor Description	Dist. In Miles	Prior Railroad	Present Ownership	Present Operator(s)	Railroad Intact?	Track Condition	Usage Factors
1	RMMJV	Madison-Milton Jct. - Janesville	41.0	CMStP & P/ UPRR	Various	UPRR, WSOR	Yes	Fair - Good	High
2	RMAEV	Madison - Evansville	19.5	C & NW	Various	WSOR in Madison only	No	Fair - Good	Low
3	REVJV	Evansville - Janesville	19.0	C & NW	UPRR	UPRR	Yes	Good	Low
4	RFAJV	Fort Atkinson - Janesville	19.0	C & NW	Various	UPRR, WSOR	No		
5	RJVFL	Janesville - Fox Lake	49.5	CMStP & P	WisDOT & counties	WSOR	Yes	Fair - Good	High
6	RFLCU	Fox Lake - Chicago	49.5	CMStP & P	Metra (NIRC)	Metra/WSOR/CPR/ATK	Yes	Excellent	High
7	RJVHA	Janesville - Harvard	28.7	C & NW	UPRR	UPRR and WSOR/IC & E in Janesville	Yes	Excellent	Moderate
8	RHACO	Harvard - Chicago	63.1	C & NW	UPRR	UPRR/UP Metra NW	Yes	Excellent	High
9	REVAF	Evansville - Afton	17.0	C & NW	Various	None	No		
10	RJVBE	Janesville - Afton - Beloit	14.0	C & NW	UPRR/ bike path	UPRR in Janesville only	No	Fair - Good	Low
11	RJVBJ	Janesville - Beloit	13.8	CMStP & P	IC & E	IC & E/UPRR in Beloit	Yes	Poor	Low
12	RBERF	Beloit - Rockton - Rockford	18.0	CMStP & P	IC & E	IC & E/UPRR in Beloit	Yes	Fair	Low
13	RBACJ	Bardwell - Clinton Jct.	7.0	CMStP & P	bike path	None	No		
14	RCJBE	Clinton Jct. - Beloit	10.2	C & NW	UPRR	UPRR/IC & E in Beloit	Yes	Fair	Low
15	RWXHA	Walworth Crossing Harvard	8.0	CHGL	Various	None	No		
16	RBECH	Beloit - Chemung	23.8	C & NW	UPRR/ bike path	UPRR to Rockton Rd.	No	Fair - Good	Low
17	RCHHA	Chemung - Harvard	4.1	C & NW	UPRR/CCCR	UPRR/CCCR	Yes	Excellent	Low
18	RBVWC	Rockford - Belvidere - Elgin - West Chicago	62.7	C & NW	UPRR	UPRR	Yes	Fair - Good	Moderate
19	RRFCU	Rockford - Genoa - Chicago	83.8	ICRR	CNR	CNR	Yes	Good	Moderate
20	RHTHA	Hebron Tower - Harvard	10.3	C & NW	Various	None	No		
21	RCALP	Caledonia - Loves Park	6.2	C & NW	Various	None	No		
22	RLPRF	Loves Park - Rockford	5.8	C & NW	UPRR/ bike path		Yes	Poor - Fair	Low
23	RRFEL	Rockford - Davis Jct. - Elgin Big Timber Station	43.0	CMStP & P	IC & E		Yes	Poor - Fair	Moderate
24	RELCU	Elgin Big Timber Station - Chicago	41.1	CMStP & P	Metra (NIRC)		Yes	Excellent	High
25	RMOJV	Monroe - Janesville	35.2	CMStP & P	WisDOT & counties	WSOR	Yes	Good	High
26	RMJWW	Milton Jct. - Whitewater	13.2	CMStP & P	WisDOT & counties	WSOR	Yes	Good	High

Abbreviations used

CMStP & P	Chicago, Milwaukee, St. Paul & Pacific Railroad Company
C & NW	Chicago & NorthWestern Railway Company
ICRR	Illinois Central Railroad
CHGL	Chicago, Harvard & Geneva Lake Railway
IC & E	Iowa, Chicago & Eastern Railroad Company
UPRR	Union Pacific Railroad
CNR	Canadian National Railway
WSOR	Wisconsin & Southern Railroad

Figure 2. Map of SCWCS Rail Links by Track Condition

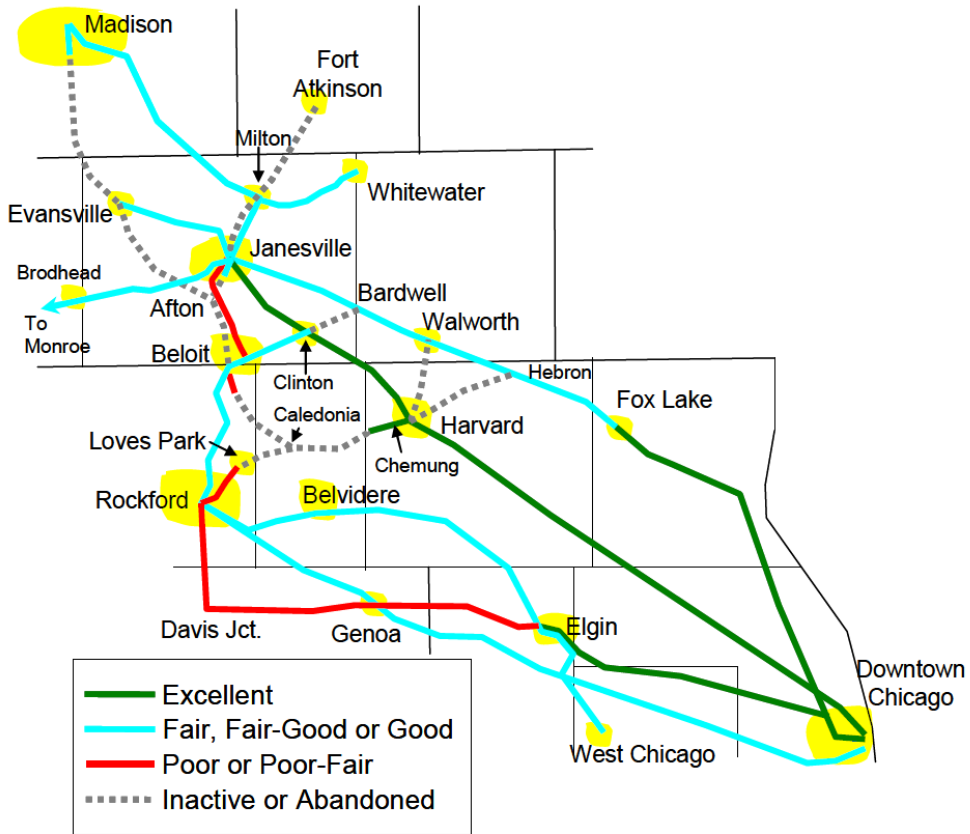
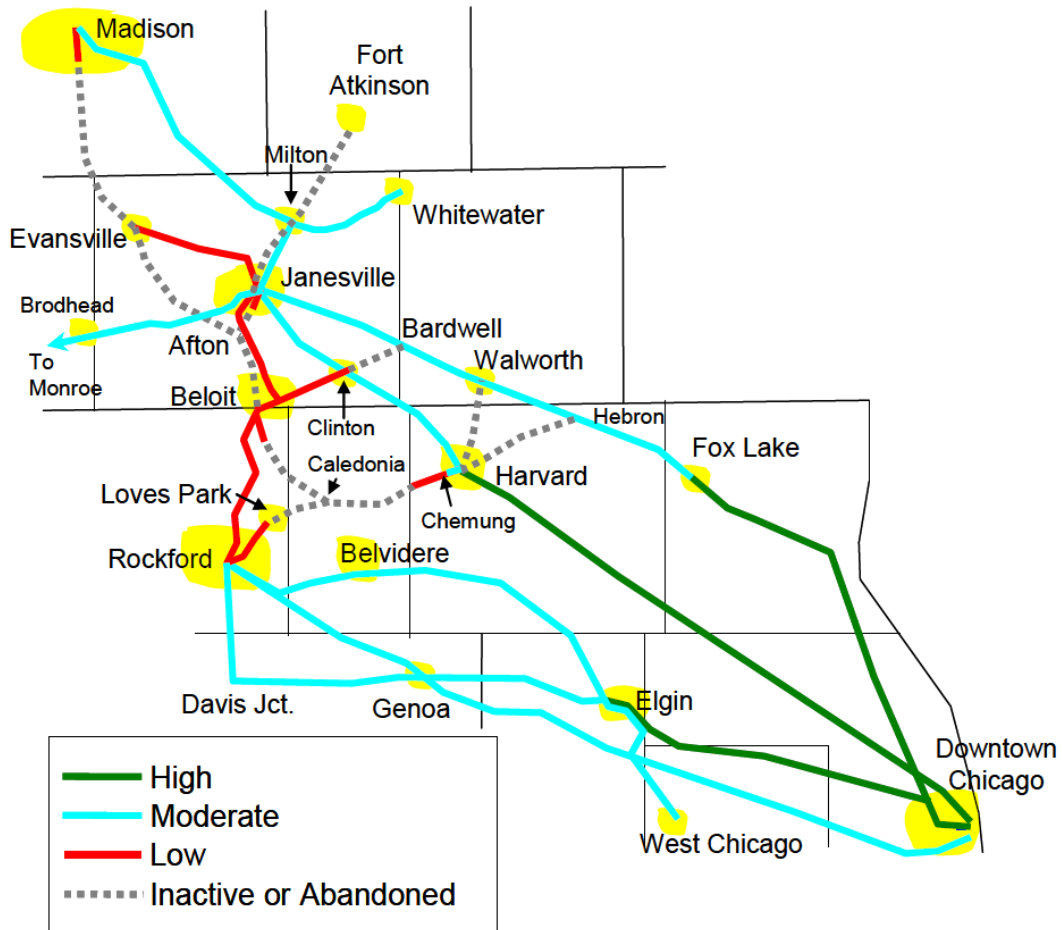


Figure 3. Map of SCWCS Rail Links by Level of Use



Railroads Serving the Planning Area:

The City of Janesville and Rock County are served by the Union Pacific (UP), the Iowa, Chicago and Eastern Railroad (ICE), and the Wisconsin & Southern Railroad Co. (WSOR), on track owned by Union Pacific, Iowa Chicago and Eastern, and the Wisconsin Department of Transportation (WisDOT), respectively. Milton is served by WSOR. The Janesville area utilizes rail primarily to haul agricultural commodities, plastic, ethanol, and aggregate.

In Janesville, at-grade crossings are located along major arterial streets such as West Court Street, Delavan Drive, Beloit Avenue and South Jackson Street, and USH 14. Many of the rail lines cross other arterial streets, making maintenance and repair essential. Planning to avoid trains blocking roads is very important for emergency services.

Union Pacific Railway

Union Pacific (UP), one of the major Class 1 railroads in the western US, has tracks across the state of Wisconsin, from Superior in the northwest through Milwaukee and the southeast corner of the state to the Chicago hub. Main line tracks run from the Twin Cities area on the western border, east across the state to Milwaukee and south along Lake Michigan into Chicago. The line serving Janesville was formerly the main line of the Chicago and Northwestern Railway (CNW) and at one time was a major corridor for freight and passenger service from Chicago to the Twin Cities and other points west, as well as to Fond du Lac and east-central Wisconsin. The destinations served by this line were reduced by abandonments over the years, and after the UP acquired the CNW in 1995, the portion of the line from Evansville to Madison was abandoned (although still rail-banked by the state), severing the line as a through track to the north. The Janesville General Motors assembly plant was one of Union Pacific's top three Wisconsin customers, and as a result the line was maintained in excellent condition until the plant closure in late 2008. The track south of Janesville still represents the highest quality railroad serving the area, (FRA Class 3-4) despite drastically reduced traffic volumes. From Harvard, IL, about 26 rail miles south-east of Janesville, the line accommodates METRA commuter rail service to Chicago. UP maintains service between Janesville and Evansville to serve two very large grain elevators in Evansville and several smaller industries on the line. Major commodities handled by the railroad statewide are coal, autos, auto parts, potash, and supplies for malt houses and flourmills; with the local line now primarily handling grain, agricultural products, lumber and general freight. UP maintains a terminal and freight yard in far southeast Janesville, and provides switching service to on-line industries.

Wisconsin & Southern Railroad Co.

Wisconsin & Southern (WSOR), a well managed Class II Regional railroad, operates freight service on state-owned rail lines in the southern half of Wisconsin, and through northeast Illinois over more than 600 miles of former Milwaukee Road and CNW branch and mainline track, with Janesville serving as the southern hub. On any given day, 100-300 WSOR rail cars travel through the JATS area and are reconfigured at their rail yard in Janesville.

The WSOR connects to all the western Class One railroads within the state – Burlington Northern Santa Fe, Canadian National, Canadian Pacific and Union Pacific. WSOR has direct access to Chicago and connections to the eastern Class One's – CSX and Norfolk Southern through the Belt Railway in Chicago. WSOR also has access to harbor facilities in Prairie du Chien for transload to/from Mississippi River barges. The WSOR transports the following commodities: corn and grain, coal, canned goods, lumber, paper, fertilizer, aggregate, ethanol, plastic, gasoline, sugar, pulp board, metal scrap, auto parts, military vehicles, lube oil and steel.

Wisconsin & Southern currently serves nearly two dozen rail users in Rock County alone, and provides local switching service for on-line industries. A variety of commodities and finished products originate or terminate on the WSOR in Rock County every year including ethanol, corn, beans, wheat, aggregate, plastic, fertilizer, animal feed products, canned goods, lumber and chemicals. The WSOR forecasts rail demand in Rock County will increase 25% by 2020, and considers this a conservative estimate.

Transload Facilities: WSOR has rail to truck transload facilities in Janesville, Milwaukee, Oshkosh, and Madison, WI., and maintains a piggy-back loading ramp in Janesville.

Iowa, Chicago and Eastern Railroad

The Iowa, Chicago and Eastern Railroad (ICE) is a subsidiary of the Canadian Pacific Railway. The ICE operates on the former Milwaukee Road and Soo Line trackage between Janesville and South Beloit, IL, with this short branch line representing the only presence of this railroad in the area. Since its former major customer, the Alliant Energy Rock River Generating Station in Beloit Township, ceased receiving coal deliveries in the mid-1990's, the line sees minimal traffic with perhaps one train per week to Janesville. Since assuming ownership of the line, ICE has made capital improvements to replace deteriorated ties, add ballast and resurface the railroad as well as repairing damage suffered in the 2008 Rock River flood; but the track is still a slow speed (FRA Class 1) line. However, the ICE provides the only direct north-south rail access between Janesville and Beloit and to the Rockford area and points south from the region, so it represents an important corridor, providing direct rail service not available from other sources. The ICE utilizes the WSOR yard in Janesville for switching and to turn its trains for the trip south.

Issues and Opportunities

Connections 2030 is a long range transportation plan for the state of Wisconsin. Adopted by WisDOT in 2009, the plan identifies the following rail challenges in the state:

- >>Preserving local rail service
- >>Preserving abandoned corridors
- >>Improving intermodal connections
- >>Funding track upgrades on publicly owned lines to meet market standards for heavier railcars
- >>Addressing security in rail yards
- >>Coordinating passenger rail and freight rail
- >>Coordinating shipping companies and freight rail
- >>Addressing crossing safety and closures
- >>Addressing weight limits on publicly-owned track
- >>Minimizing trespassing

Janesville Area MPO Issues

The most serious issue facing rail in the Janesville area is the loss of manufacturing and subsequent reduction of rail freight. Of particular concern is the existing privately-owned Union Pacific line between Evansville and Harvard, IL, which provides the only relatively high speed (FRA Class 3-4) rail access to the region, but suffered a great loss of traffic with the closure of the Janesville General Motors plant in 2009. Union Pacific maintains a large terminal and freight yard in Janesville which is now underutilized with the loss of GM traffic. The closing of this terminal, the downgrading or abandonment of this line by the UP would be a serious blow to the area economy which would require a response in line with the adopted policy of the MPO.

Also of concern is the Iowa, Chicago and Eastern line owned by the Canadian Pacific Railway between Janesville and South Beloit, IL. The line sees minimal traffic and is a slow speed (FRA Class 1) line, but provides the only direct north-south rail access between Janesville and Beloit and to the Rockford area and points south from the region. Again, any proposed abandonment of this line would require a response under the adopted policy of the MPO to maintain this unique transportation corridor.

All other rail lines in the region are state-owned by one of two Regional Rail Transit Commissions and operated by their contracted operator, WSOR, which maintains a terminal facility and freight yard in Janesville. The state owned lines connect Janesville with Madison, Baraboo and Reedsburg to the north and the greater Milwaukee area to the east; with extensions to the Mississippi River at Prairie du Chien and the Fox Valley at Oshkosh. The state and the WSOR, with both state and private funding, have engaged in an on-going systematic effort to maintain and upgrade these lines to improve safety, increase train speeds and increase the capacity of the tracks to accommodate current and future standard railcars up to 315,000 pounds. This will be an on-going effort requiring continued major capital expenditures for as long as the railroad remains in operation; which in turn will require repeated state

appropriations (and federal capital grants if available in the future) to continue to ensure the viability of this regional rail system.

Janesville Area MPO Opportunities

WSOR has undertaken major upgrades of infrastructure in the Town of Milton, Town of Fulton and Town of Rock areas within the MPO planning area, as well as from Avalon to the Illinois state line. The WSOR has future planned upgrades to their lines from Janesville to Whitewater, Janesville to Brodhead and Janesville to Avalon. Upgrades will be consistent with Class 3 railroad standards allowing for 315,000 lb rail cars – tomorrow’s railroad industry standard. As previously indicated, these continued capital improvements will require on-going grants from the state freight railroad program, supported over time by appropriations by the legislature.

Rail Transit Commissions (RTCs) purchase rail lines and manage rail service. They generally provide matching funds for the purchase and rehabilitation of rail corridors and contract with private operators to provide freight service. Rock County has been a member of the Wisconsin River Rail Transit Commission (WRRTC) since 1982 and is also a member of the Pecatonica Rail Transit Commission (PRTC) since its founding in the early 1980’s. These Commissions own the rail lines radiating north and west from Janesville that are operated by the WSOR. The Rail Commissions work with WSOR and WisDOT on regional capital improvement programs, which generally fall along the lines of acquisition and/or rehabilitation. Historically, funding for these programs has been shared among WisDOT (80%), WSOR (10%) and the Commissions (10%).

Recommendations:

- Execute adopted policy by Janesville MPO and Stateline Area Transportation Study to preserve rail corridors in abandonment proceedings for future transportation use.
- Develop a rail portfolio to be used as a tool for economic development agencies and personnel in Rock County. The portfolio would contain an inventory of track, track conditions, and areas of the MPO served by rail facilities. This portfolio would assist efforts to develop rail served assets by acquiring locate and expand businesses needing rail service. The portfolio should be updated at a minimum of every five years.
- Identify and prioritize shipping lanes for preservation and maintenance.
- Once adopted, work with WisDOT to implement Wisconsin Rail Plan 2030.
- Support upgrading and maintenance of trackage within and contiguous to the MPO area identified by WSOR’s 3-5-7 Plan, published 2002.

- Support agencies and organizations seeking rail funding, including Freight Rail Loan Repayments (FRIIP Program), Freight Rail Preservation Program (FRPP), Rail service assistance, and other funding sources.
- Evaluate future requests for potential commuter rail service within the Planning area and connections to destinations outside the planning area for impacts on existing freight rail service, and necessary improvements to allow both modes to operate in shared corridors.

Additionally, the Janesville Comprehensive Plan, adopted March 9, 2009, contained the following recommendations:

- Encourage continued maintenance, preservation, and expansion of freight rail lines to serve existing and potential future industry in the City.
- Reserve key redevelopment and new development sites with excellent rail access or potential access for rail-oriented land uses.