Janesville Area
2015-2050 Long Range Transportation Plan

Freight Section

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1. INTRODUCTION AND PURPOSE

The movement of goods is vital to the everyday life of those who live in the MPO area and the businesses that operate here. Janesville is situated on I-39/90, the region's main freight corridor and serves as the regional hub for Rock County. In addition, the Metropolitan Planning Area (MPA) is served by three rail providers, which have access to Chicago, and points across Wisconsin and the Midwest. Figure 1 depicts the MPA's total freight network of railroads, highways, local truck routes, and multi-modal facilities. The extensive transportation infrastructure, high quality labor pool, and affordable housing market combine to make the Janesville/Milton area a prime business location.

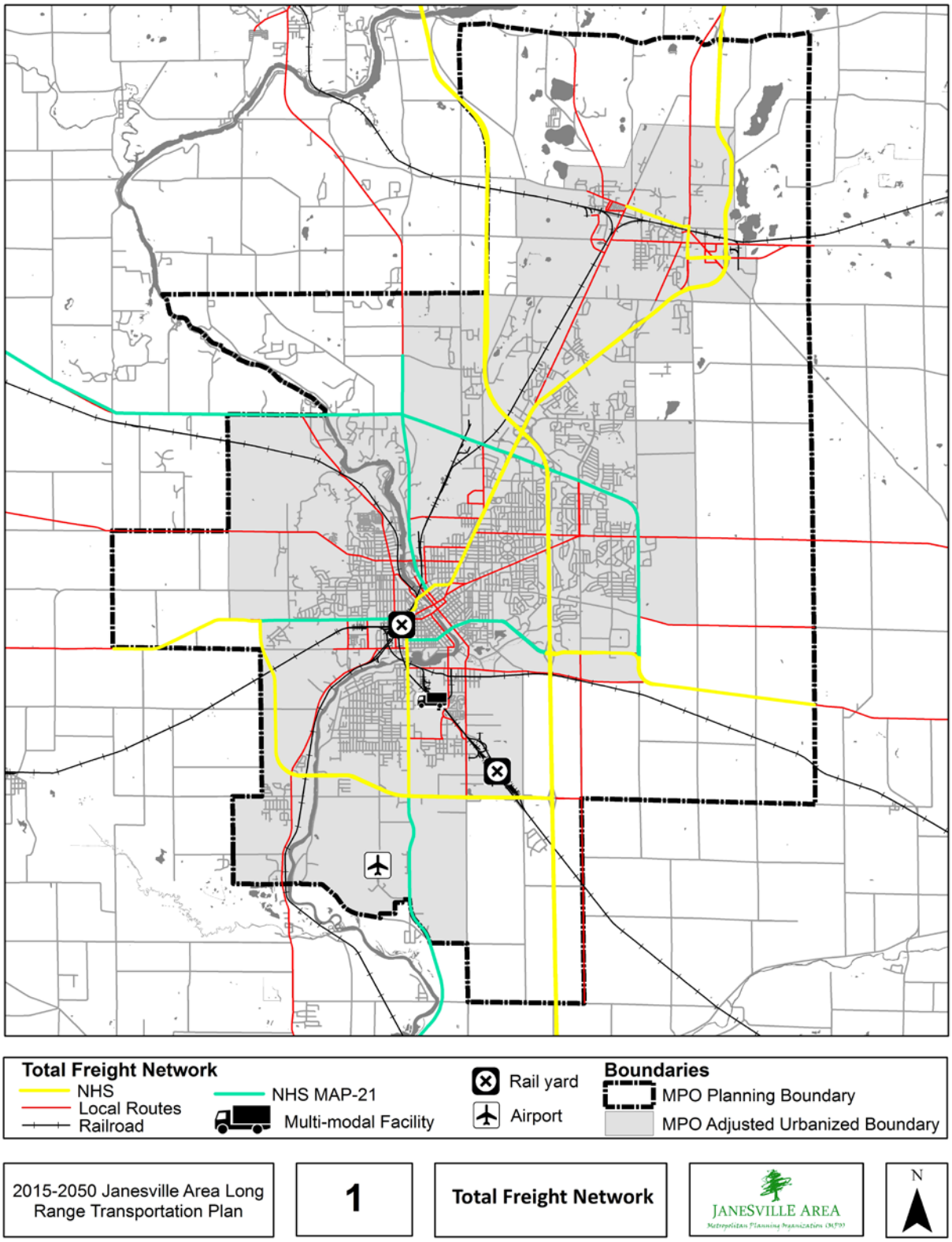
The availability and quality of highway and rail infrastructure creates a competitive economic development advantage for Rock County. With significant basic infrastructure in place, maintenance and improvement to this investment is critical to the expansion of freight users and the attraction of new business. The quality of this resource directly impacts the creation of jobs, business investment and tax revenues for the incorporated areas of Rock County.
FAST Act focuses on improving condition and performance of the national freight network to provide a foundation for U.S. to compete in the global economy. FAST Act specifically established a national performance goal for freight movement:

- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

The purpose of this section of the plan is to provide an inventory of the goods movement industry and its growth potential; identify land areas for development and redevelopment to provide a portfolio for economic development; identify gaps in the system, identify congestion areas and conflict points where freight movement may be hindered due to design of the infrastructure and make recommendations for improvement which include a strategy for implementation. This section will also discuss data that may be used to measure performance of the freight system.

The role of the MPO is to execute a continuing, cooperative, and comprehensive planning process in order to coordinate transportation planning projects in the region. The MPO may assist and support freight and the freight industry by fostering interagency coordination, facilitating public input and feedback, performing technical analysis such as freight studies and scenario planning.

Figure 1: TOTAL FREIGHT NETWORK



2. FREIGHT GOALS

Goal: To develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of goods within and through the region, while optimizing the financial resources of the communities.

Objective: By utilizing existing transportation facilities and services to their full potential.

Objective: By supporting state, regional, and local efforts to preserve and enhance rail corridors for future transportation purposes.

Objective: By providing adequate intermodal connections with transportation systems.

Objective: By providing adequate local street connections between highways and freight origins and destinations.

Objective: By contributing to a transportation system that provides for the effective and safe movement of goods to and from major commercial and employment centers and intermodal facilities.

Objective: By minimizing and/or mitigating negative impacts of trucks on adjacent residential areas.

3. OPPORTUNITIES FOR PUBLIC INVOLVEMENT

The planning process for the Freight Plan involved the participation of many stakeholders at an early stage of the Plan development. The MPO conducted stakeholder interviews in person or via telephone of shippers and receivers of freight, economic development experts, a local real estate developer, and public officials. Additionally, the MPO organized a Freight Advisory Sub-committee to help guide the Freight Plan. More information about the public involvement can be found in the **OPPORTUNITIES FOR PUBLIC INVOLVEMENT APPENDIX**.

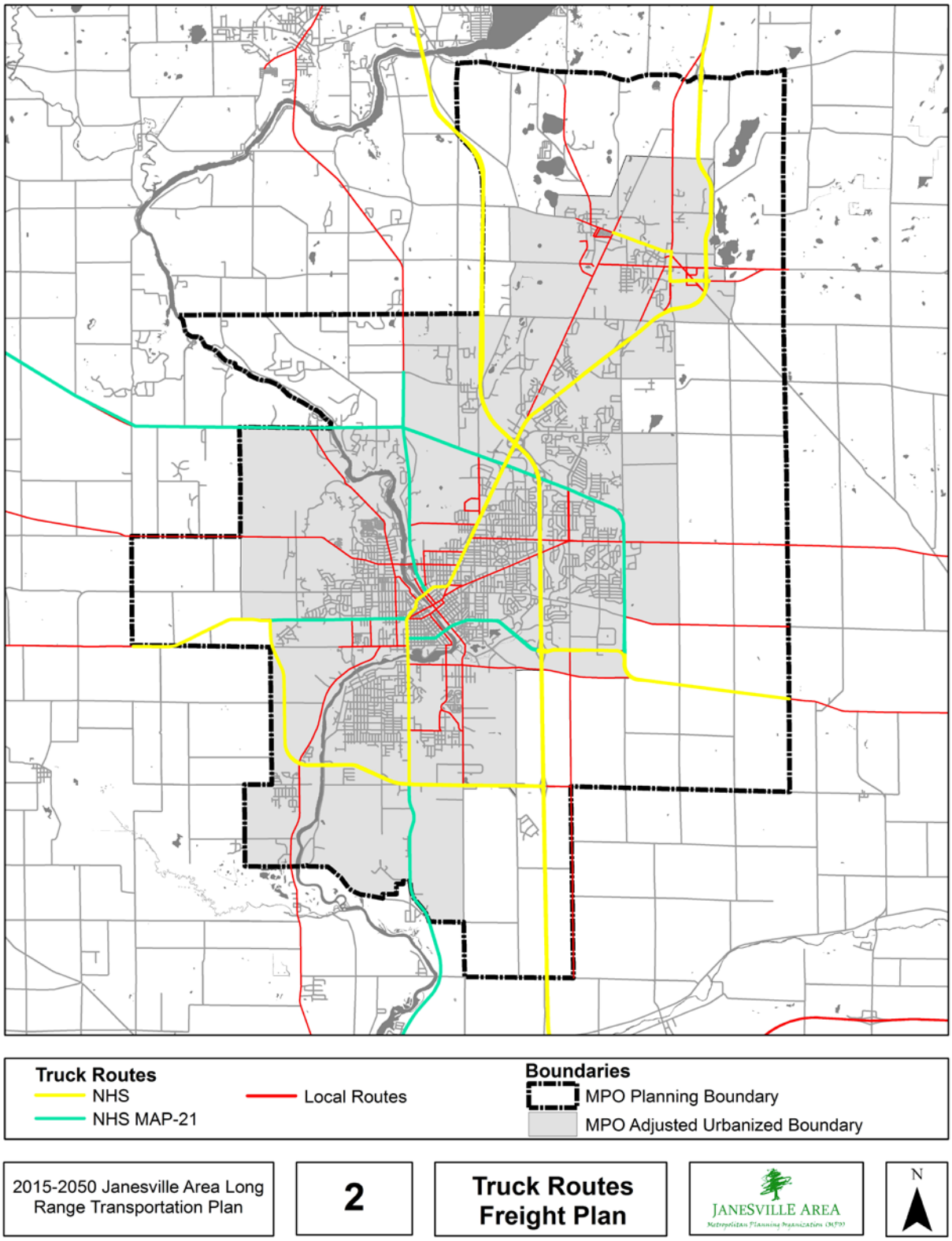
4. INFRASTRUCTURE

Highways Serving the Planning Area

In addition to I-39/90, the MPO is served by State Highway 26, U.S. Highway 51, U.S. Highway 11/14, U.S. Highway 14, and U.S. Highway 11. Highway 11/14 east of I-39/90, and State Highway 11 west of Center Avenue serve as National Highway System (NHS) routes. Locally, Chapter 12 of the Janesville Municipal Ordinance designates all through arterials as truck routes. This has led to the creation of an extensive truck network within the city limits that serves all of the major industrial and retail centers. Truck routes are illustrated in Figure 2.

In Janesville and Milton, local truck routes consist primarily of principal and minor arterials that serve the cities' major commercial and industrial centers. The distribution of truck routes throughout the communities coincides with areas zoned for commercial and industrial land uses and allows for sufficient access to all major heavy vehicle destinations within the urbanized area. In Rock County, heavy vehicle routes consist of federal, state trunk, and county trunk highways. County trunk highways in the five township area are categorized as "Class B" highways and have vehicle weight limits.

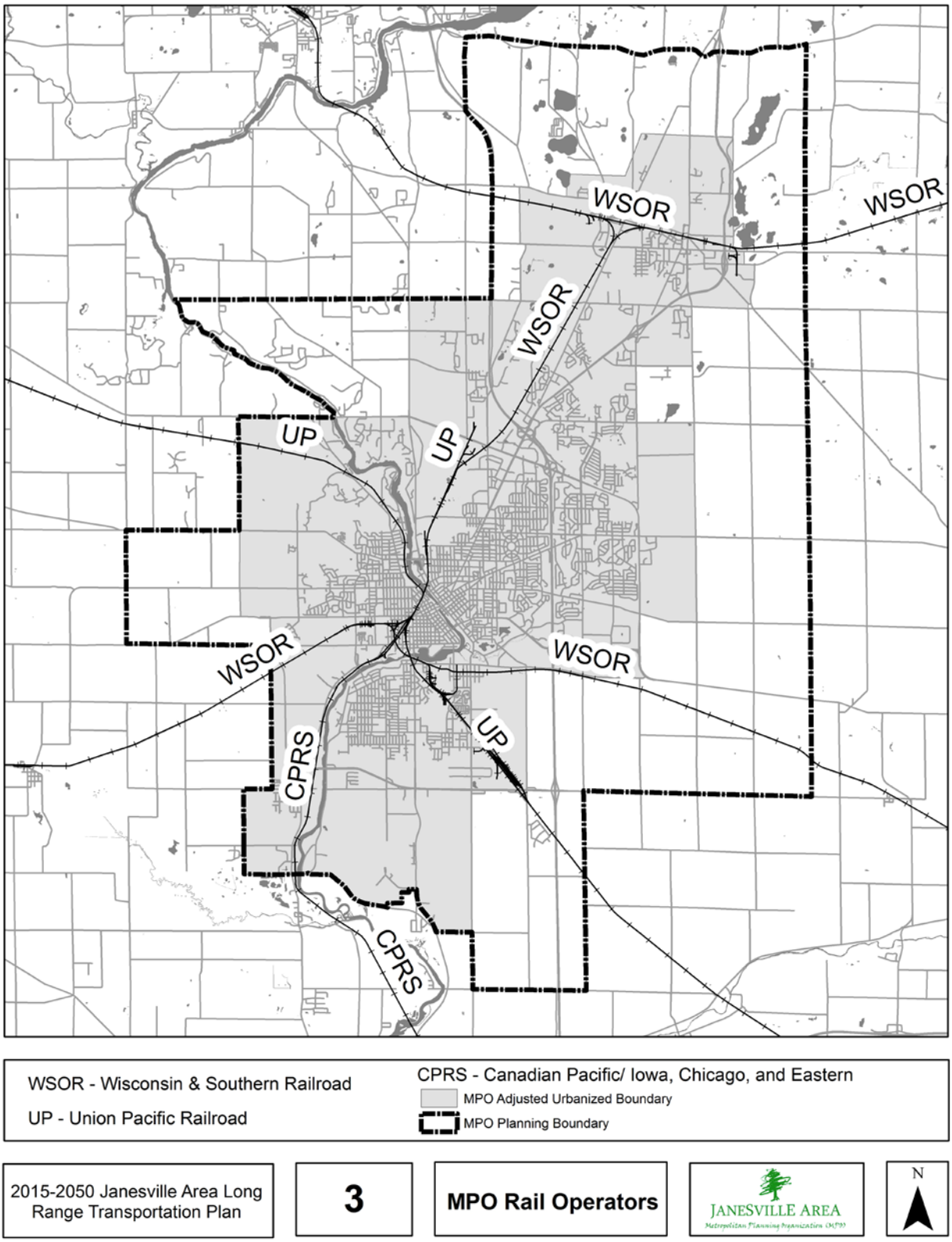
Figure 2: TRUCK ROUTES



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.

Figure 3: MPO RAIL OPERATORS



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, severing the line as a through track to the north. Wisconsin & Southern (WSOR), the state's contracted rail operator, resumed service on this line between Oregon and Madison in 2014.

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 one very large grain elevator in Evansville. Major commodities handled by the railroad statewide are coal, auto parts, potash, and supplies for malt houses and flourmills; with the local line now primarily handling grain, agricultural products, ethanol, 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 MPA and are reconfigured at their rail yard in Janesville.

The WSOR connects to all the western Class I 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.

As of 2014, Wisconsin & Southern currently serves 22 rail customers 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. In 2013, WSOR shipped 1.3 million tons to and from its Rock County customers. 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.

Air Cargo Facilities

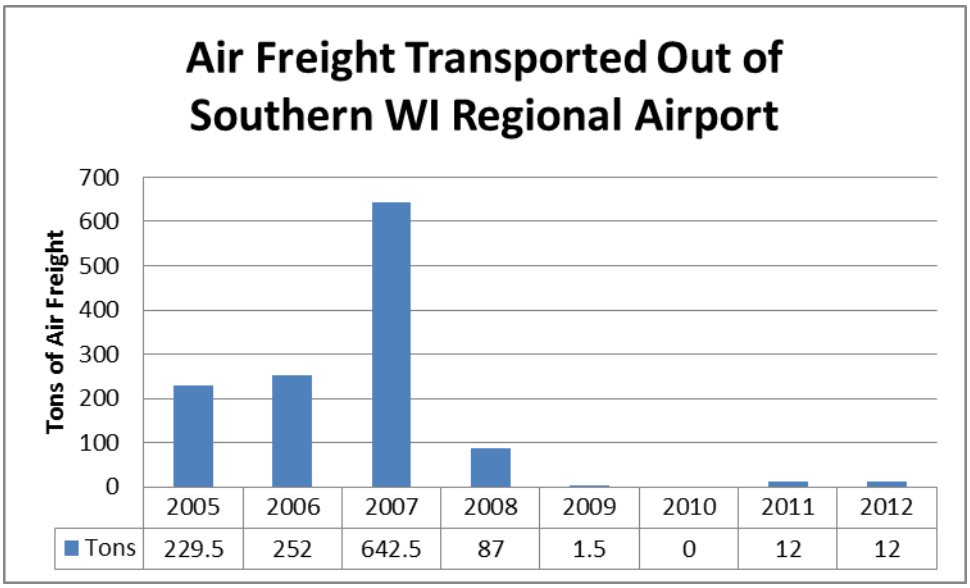
The Southern Wisconsin Regional Airport (SWRA), is located south of Janesville off USH 51 and serves all of Rock County. The airport's service area is defined by several factors including geographical and access considerations, along with the proximity of other airports that provide similar services.

The SWRA is equipped with one fixed base operator that provides services such as fueling, hanger space, and loading. The airport is capable of accommodating most large jets and freight transport aircraft; such as the DC-9, Convair, DC-8 and others. The airport was able to accommodate Air Force One, which is considered a very large jet. Freight forwarding is provided by independent contracts, organized by individual businesses.

The SWRA is served by a number of charter on-demand air cargo carriers. Multiple local businesses utilize the airport to receive shipments. Most shipments are time sensitive, indicating their high shipping cost and value to the recipient.

SWRA experienced a dramatic drop in cargo tonnage shipped when General Motors closed. Since the closing of General Motors, there is no one main commodity transported through the SWRA. The figure below illustrates the tons of freight that traveled through the SWRA during the past 3 years.

Figure 4: AIR FREIGHT TRANSPORTED OUT OF SOUTHERN WI REGIONAL AIRPORT 2005-2012



The air freight or air cargo industry was experiencing steady growth until 2007. The demand for air cargo had grown rapidly in Rock County but the national recession as well as the closure of General Motors greatly impacted air freight movement. The air cargo market consists of scheduled freight, charter freight, and mail. The air cargo industry is supported by various businesses whose products are time sensitive and depend on the delivery of parts and supplies on short notice. SWRA expects to experience an increase in flights when Shine Medical Technologies begins shipping medical isotopes. This additional business for the airport will not dramatically increase the tonnage data due to the lightweight nature of the product.

5. GENERAL FREIGHT RELATED ISSUES

The state of Wisconsin identified many challenges for all modes of transportation infrastructure in Connections 2030, a long range transportation plan adopted in 2009. The plan identifies the following challenges in the state:

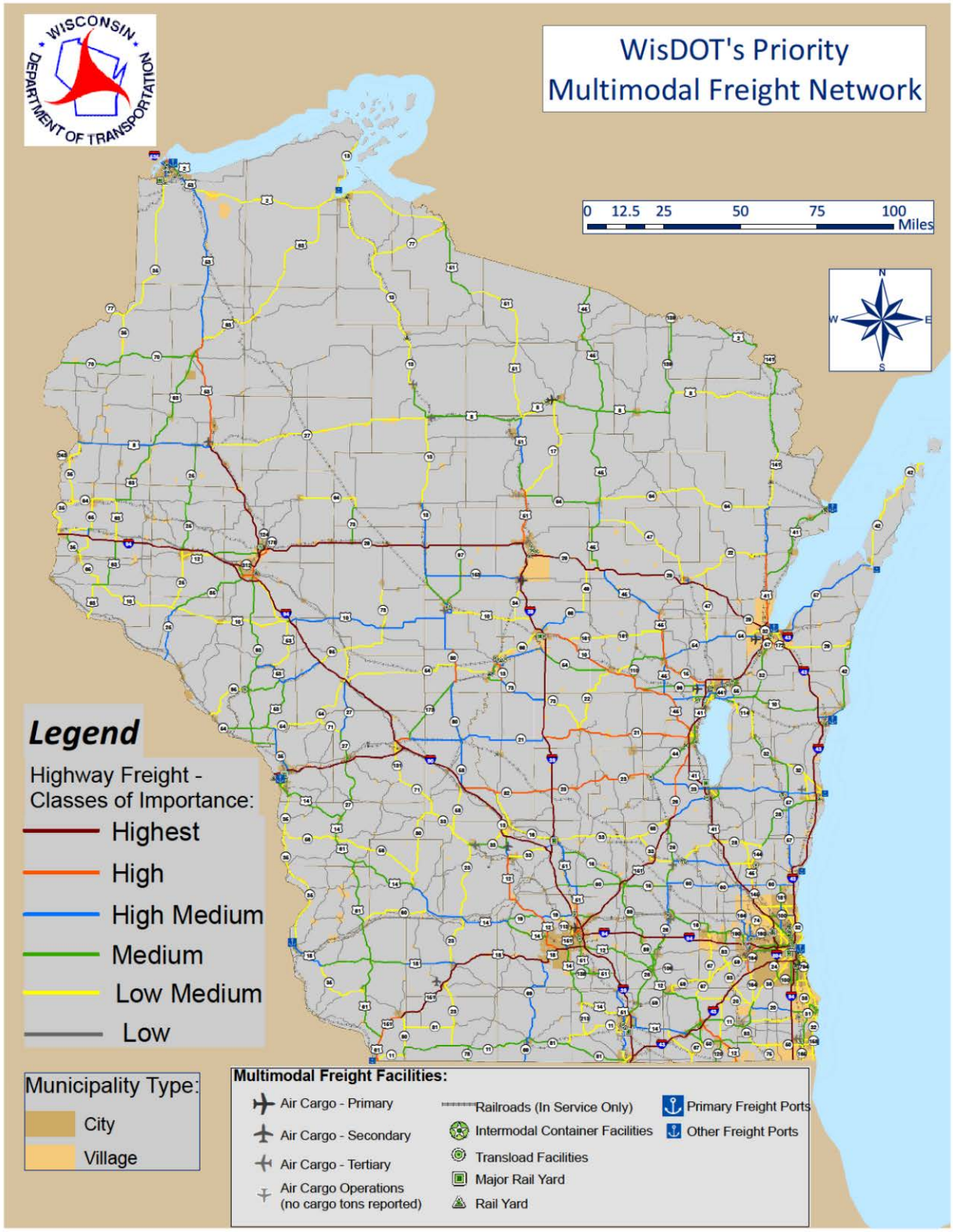
- Aging system infrastructure
- Limited available funding
- Increasing costs
- Increasing user demands, particularly truck traffic, which is expected to increase 64% by 2030
- Increasing requests to accommodate heavier truck and trailer loads

In 2012, the Wisconsin Department of Transportation (WisDOT) began a process to identify a network of transportation facilities important to freight movement in Wisconsin called the Multimodal Freight Network (MFN). According to the WisDOT 2012 Interim Activities Report, the overall goals of the project are to:

- Combine and update existing freight data
- Identify freight system needs and establish investment priorities
- Develop methodologies to better integrate freight data into WisDOT plans, programs and policy decisions
- Engage the freight community in freight policy and program development
- Implement a dynamic process for ongoing freight data updates and short term actions

WisDOT has used a data driven methodology, combined with public outreach, to prioritize the transportation network. Figure 5 depicts the priority ranking of highways and inventories network nodes (ports, airports, rail intermodal and transload). This planning effort is ongoing, and WisDOT to date has only prioritized highway corridors in terms of importance to freight due to the amount of data available for highways.

Figure 5: WisDOT'S PRIORITY MULTIMODAL FREIGHT NETWORK



Highway Related Issues Specific to the Janesville Area

As previously discussed, the Janesville MPA boasts a strong multi-modal transportation network that has been critical to the area's economic success. The Priority Multi-modal Freight Network described in the previous section identifies I-39/90 as a freight highway of the Highest class of importance. USH 51from Stoughton to Beloit and USH 14 from Janesville to Delavan are classified as High Medium; STH 26 is classified as Medium, and USH 14 Janesville to Evansville and USH 11 west to Green County are Low Medium.

Recent, committed, and ongoing improvements to the highway system have or will address many of the issues facing freight highway movements in the Janesville area. The greatest hindrance to efficient movement of freight along highways in the Janesville area is congestion and outdated design elements of Interstate 39/90. Input from stakeholders consistently described congestion along the interstate corridor in Wisconsin and Illinois as an issue. The interchange at the USH 11 bypass and I-39/90 (Avalon Rd. interchange) is also an issue for truck traffic turning movements and queuing. Stakeholders universally supported the reconstruction and expansion of I-39/90 from the stateline to Madison.

HWY 14

Congestion along USH 14 between USH 51 and Wright Road in Janesville is a hindrance to truck traffic. The area is a major regional commercial center with multiple traffic generators. Truck traffic in the area is both generating/receiving as well as passing through the area.

Westside Bypass

The west side of Janesville is not well served by connected highways. The Westside Bypass extension of the USH 11 bypass north to connect to USH 14 has been listed in past Long Range Transportation Plans. Freight stakeholders expressed an interest in seeing the connection made in order to better accommodate freight movements on the west side of Janesville. Currently, freight is moved through the City on local roads, such as using Pearl, Washington, CTH E to access USH 14. The Westside Bypass is identified in the Streets & Highways Section as a project that was studied in the past and the Wisconsin Department of Transportation may study the project in the future.

Oversize/Overweight Freight

As previously described, highways are generally categorized as Class "A" and Class "B" highways. Wisconsin State Statute Chapter 348 defines oversize and overweight vehicles and Trans 276 sets parameters for size and weight of vehicles and vehicle combinations. With some exceptions, vehicles exceeding size and/or weight limits set for Class "A" highways are considered "Oversize and/or Overweight". Limitations for Class "A" highways are described below:

Dimensions	
Width	8 feet, 6 inches
Height	13 feet, 6 inches
Length - (Single vehicle and load)	45 feet
Length - (Combination of 2 vehicles)	70 feet
Length - (Truck/tractor and semi trailer)	75 feet (see Trans 276 for more information and exceptions)

Axles	**Weight**
Any one wheel or wheels supporting one end of an axle	11,000 lbs
Truck tractor steering axle	13,000 lbs
Single axle	20,000 lbs
Tandem axles	34,000 lbs
Maximum gross vehicle weights on all axles	80,000 lbs

Class "B" highways includes those county trunk highways, town highways and city and village streets or portions thereof, which have been designated as class "B" highways by the local authorities. Weight limitations on class "B" highways are 60% of class "A" highway weight limitations.

The capacity of streets and highways to handle freight is a statewide issue as well as one affecting the Janesville area. In Janesville, there are times in which Class A weigh vehicles are travelling on Class B highways. This was an issue brought up by one stakeholder and the issue requires more study.

General Rail Related Issues

The state of Wisconsin identified many challenges for rail in Connections 2030, a long range transportation plan adopted 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
- The MPO's planning process identified two additional issues faced by rail statewide: Expanding market gateways for freight rail
- Addressing existing and future capacity constraints

Rail Related Issues Specific to the Janesville Area

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. The segments are labelled 2, 3, and 6 in Table 6: Rail Links by Usage. 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, or 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 to preserve railroad corridors.

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.

There are several concerns related to infrastructure operated by WSOR. A major concern is the rail yard in Janesville is insufficient in size to accommodate current and projected rail traffic. Capacity constraints in the yard cause backups of trains that block street intersections, as well as force the rail company to conduct switching across side streets. The Crosby Street Bridge also lacks sufficient capacity to handle train traffic. Additionally, the close proximity of the roundhouse to Pearl Street is a safety issue due to poor visibility between the railroad and motorized and non-motorized traffic on the street and sidewalk.

At-grade crossings present a major safety hazard when train movements conflict with other motorized and non-motorized traffic. This is especially true when trains block street crossings for an extended period of time and therefore increase the potential to delay the response time of emergency services. In Janesville, at-grade crossing are located along major arterial streets such as West Court Street (Five Points), Delavan Drive, Beloit Avenue, South Jackson Street, and USH 14.

In Milton, the WSOR rail line runs roughly east west, bisecting the city and crossing major arterial streets such as Janesville Street (former STH 26), and John Paul Road/CTH Y. The City of Milton does not have any local grade separated crossings. This is a major concern for emergency service access when a train is present.

Train noise, especially the blowing of horns, was cited as an issue by members of the public. The MPO may consider evaluating crossings for the potential to create quiet zones.

Great Lakes Basin Transportation, Inc. (GLBT) is in the process of seeking federal authority to construct an approximately 278 mile rail line that would act as a bypass of the Chicago metropolitan area. The purpose of the rail line would be to relieve shipping congestion that currently delays freight for up to 24 hours. The proposed alignment is just east of the MPO planning boundary and would connect with several rail lines that serve Janesville and Milton, including WSOR and UP lines. GLBT is just beginning the Environmental Impact Statement (EIS) process, and therefore details of the project and impacts are speculative. The MPO is a stakeholder in the EIS process and will coordinate with the study to avoid, minimize, or mitigate any potential negative impacts while maximizing economic development opportunities and transportation efficiencies.

Figure 6: RAIL LINKS BY USAGE

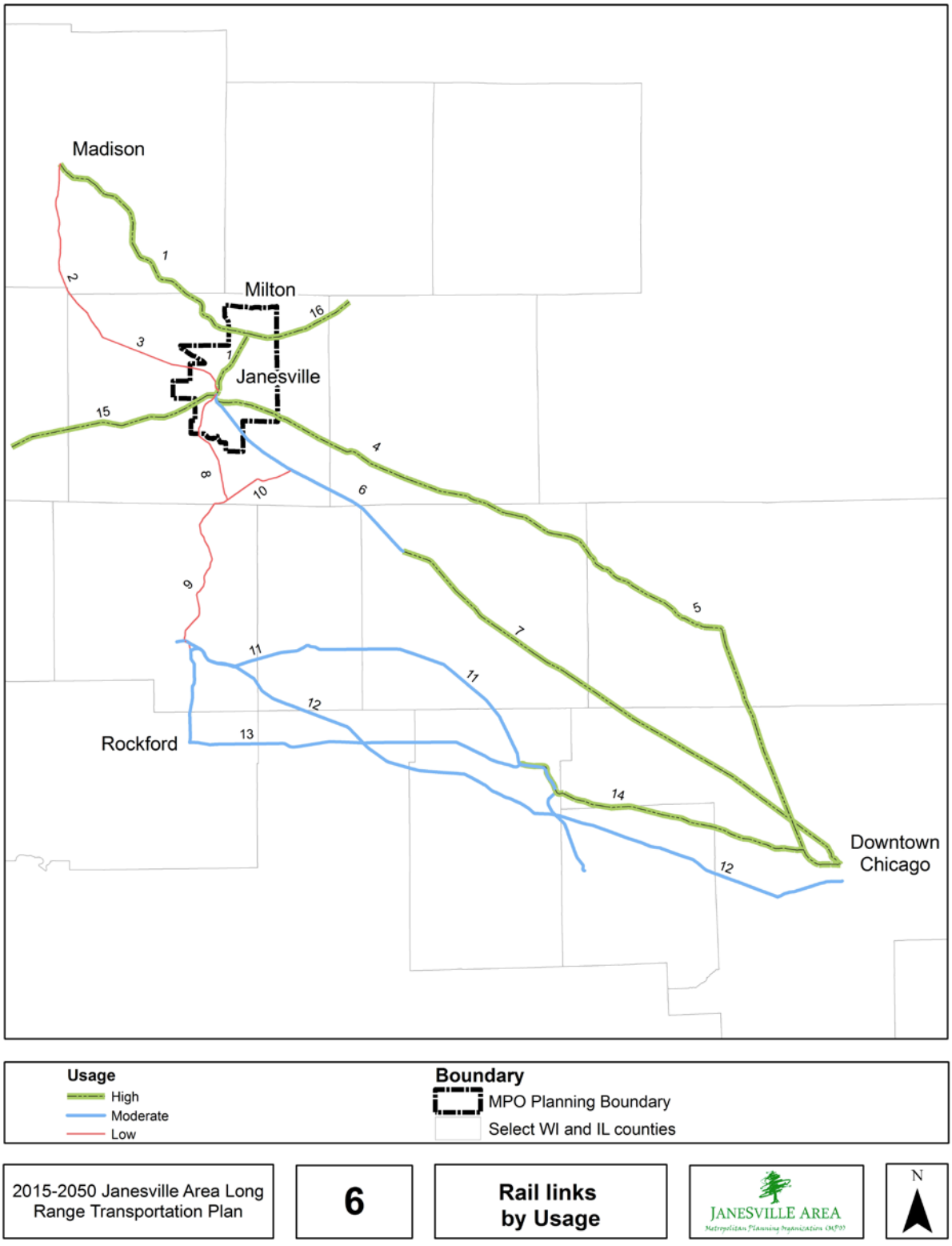


Figure 7: RAIL LINKS BY CONDITION

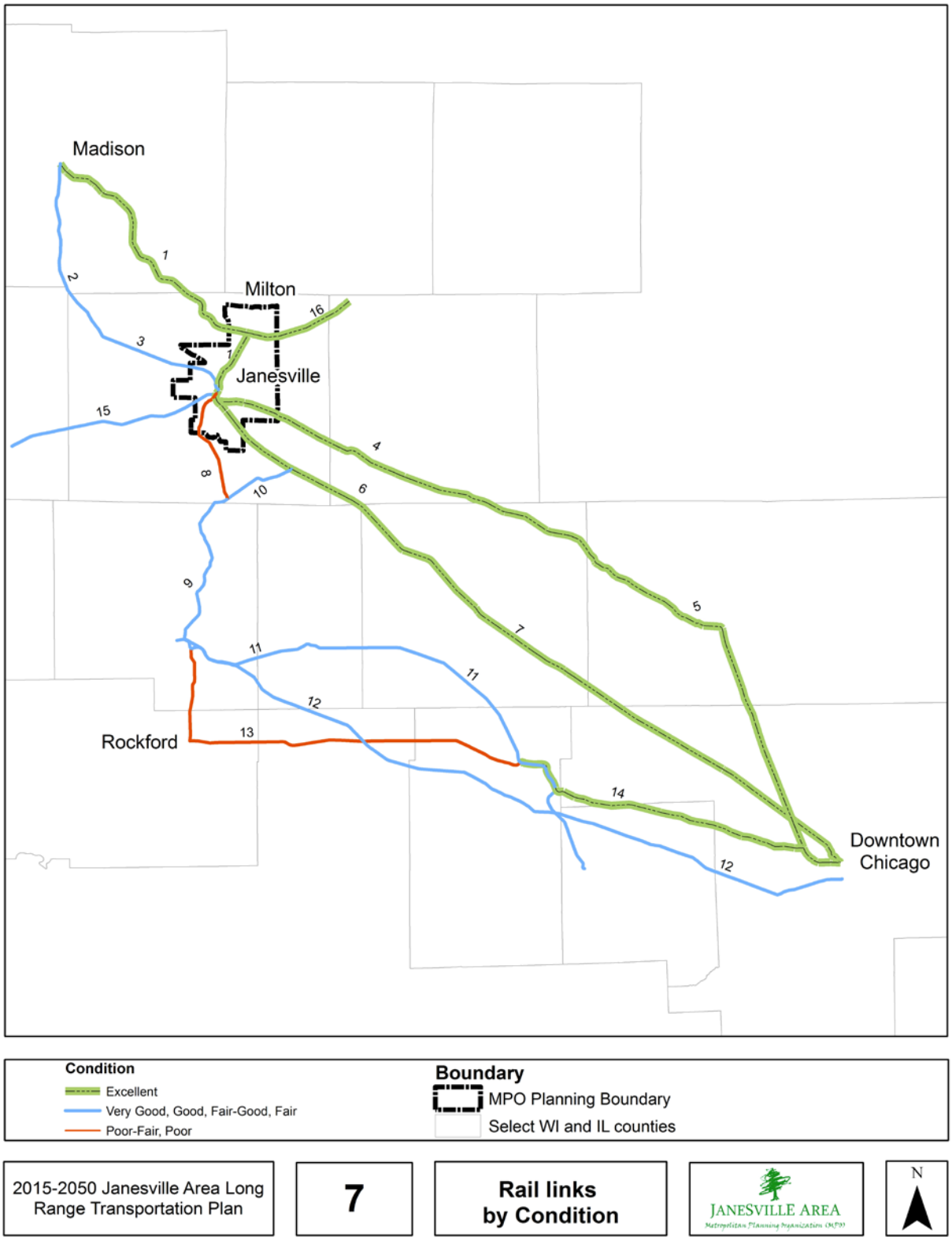


Table 1: RAILROAD SEGMENT INVENTORY

#	Corridor Code	Rail Corridor Description	Dist. In Miles	Prior Railroad	Present Ownership	Present Operator(s)	Track Condition	Usage Factors
1	RMMJV	Madison-Milton Jct. - Janesville	41.0	CMStP &P/ UPRR	Various	UPRR, WSOR	Excellent	High
2	RMAEV	Madison - Evansville	19.5	C & NW	Various	WSOR in Madison only	Very Good	Reactivated 2014
3	REVJV	Evansville - Janesville	19.0	C & NW	UPRR	UPRR	Good	Low
4	RJVFL	Janesville - Fox Lake	49.5	CMStP & P	WisDOT & counties	WSOR	Excellent	High
5	RFLCU	Fox Lake - Chicago	49.5	CMStP & P	Metra (NIRC)	Metra/WSOR/CPR/ ATK	Excellent	High
6	RJVHA	Janesville - Harvard	28.7	C & NW	UPRR	UPRR and WSOR/IC &E in Janesville	Excellent	Moderate
7	RHACO	Harvard - Chicago	63.1	C & NW	UPRR	UPRR/UP Metra NW	Excellent	High
8	RJVBJ	Janesville - Beloit	13.8	CMStP & P	IC & E	IC & E/UPRR in Beloit	Poor	Low
9	RBERF	Beloit - Rockton - Rockford	18.0	CMStP & P	IC & E	IC & E/UPRR in Beloit	Fair	Low
10	RCJBE	Clinton Jct. - Beloit	10.2	C & NW	UPRR	UPRR/IC & E in Beloit	Fair	Low
11	RBVWC	Rockford - Belvidere - Elgin - West Chicago	62.7	C & NW	UPRR	UPRR	Fair - Good	Moderate
12	RRFCU	Rockford - Genoa - Chicago	83.8	ICRR	CNR	CNR	Good	Moderate
13	RRFEL	Rockford - Davis Jct. - Elgin Big Timber Station	43.0	CMStP & P	IC & E		Poor - Fair	Moderate
14	RELCU	Elgin Big Timber Station - Chicago	41.1	CMStP & P	Metra (NIRC)		Excellent	High
15	RMOJV	Monroe - Janesville	35.2	CMStP & P	WisDOT & counties	WSOR	Good	High
16	RMJWW	Milton Jct. - Whitewater	13.2	CMStP & P	WisDOT & counties	WSOR	Excellent	High

Table 2: RAILROAD ABBREVIATIONS USED

Abbreviations used

CMStP & P	Chicago, Milwaukee, St. Paul & Pacific Railroad Compan
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

Janesville Area Rail Improvements

WSOR has undertaken major upgrades of infrastructure throughout its operating area in Wisconsin, and has the goal of upgrading all by 2035. All corridors will be upgraded to Class 2 standards (max 25mph), with the exception of a few key high density corridors. The Janesville-Milton-Edgerton corridor and the Janesville-Avalon corridor will be upgraded to Class 3 standards. In 2014, WSOR will construct an 8,000ft siding along the publicly owned track between Janesville and Milton. This capacity expansion project will cut down on switching, will be more efficient and reduce fuel consumption, and will reduce the bottleneck congestion in the area.

As previously indicated, 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%).
The Janesville Area MPO and the Stateline Area Transportation Study both adopted a policy to preserve rail corridors in abandonment proceedings for future transportation use. This policy, passed in 2009, was a result of the South Central Wisconsin Commuter Transportation Study (SCWCTS).

Great Lakes Basin Transportation, Inc. (GLBT) is in the process of seeking federal authority to construct an approximately 278 mile rail line that would act as a bypass of the Chicago metropolitan area. The purpose of the rail line would be to relieve shipping congestion that currently delays freight for up to 24 hours. The proposed alignment is just east of the MPO planning boundary and would connect with several rail lines that serve Janesville and Milton, including WSOR and UP lines (#'s 4, 6, 16 in Fig 7). GLBT is just beginning the Environmental Impact Statement(EIS) process, and therefore details of the project and impacts are speculative. The MPO is a stakeholder in the EIS process and will coordinate with the study to avoid, minimize, or mitigate any potential negative impacts while maximizing economic development opportunities and transportation efficiencies. Figure 8 shows the proposed alignment of the Great Lakes Basin Rail Line.

Figure 8: GREAT LAKES BASIN RAIL LINE (FROM EIS PROPOSAL)

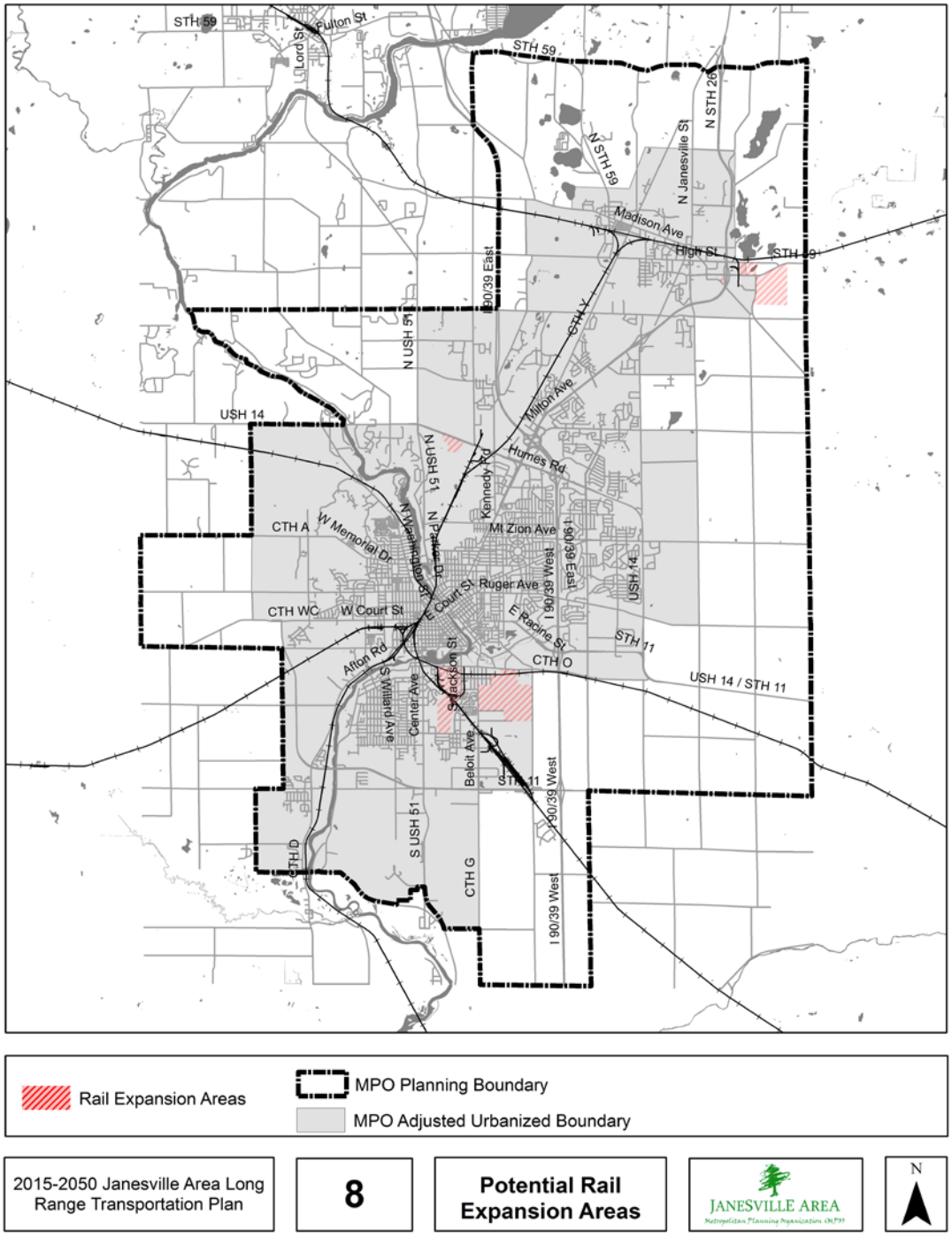
Source: Surface Transportation Board

Freight Growth Areas

In the Janesville Area Metropolitan Planning Area (MPA), freight specific planning is a relatively new focus. However, transportation planning and land use decision making are well integrated as freight generating and receiving land uses are planned and implemented at the local level through the development and implementation of the comprehensive plan, zoning code, and permitting system. Freight generating and receiving facilities are generally located in commercial and industrially zoned areas that are well served by highways and railroads.

The cities of Janesville and Milton each have industrial/commercial land available for development. As shown below in Figure 8, Milton has large tracts of land in the Crossroads Business Park with potential for rail service. Janesville has some smaller tracts of undeveloped land on the north and southeast sides of the city available for rail served development. Janesville also has large areas of land in the south industrial parks with access to I-39/90. The site with the best transportation service is the General Motors property. The 200+ acre site has direct access to I-39/90, rail service from Union Pacific Railroad, and a multi-modal facility with a large storage yard and multiple rail sidings. The City of Janesville has identified the GM site as a priority redevelopment site.

Figure 9: POTENTIAL RAIL EXPANSION AREAS



6. RECOMMENDATIONS

Highway

- Identify priority freight connections at the local level in order to establish investment priorities.
- Provide truck traffic routes and access to industrial sites that do not disrupt residential areas.
- Monitor congestion along local truck routes and implement congestion relief measures.
- Study opportunities for improved rail-highway intermodal connections in the metropolitan planning area.

Rail

- Support upgrading and maintenance of trackage within and contiguous to the MPO area identified by WSOR's long term capital plan.
- 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.
- Assess safety of at-grade railroad crossings and consider feasibility of closing crossings and/or feasibility of creating grade separated crossings as appropriate.
- Evaluate opportunities to assist in capacity expansion of Pearl Street rail yard.

The following recommendations from the Janesville Comprehensive Plan, adopted March 9, 2009, are incorporated in this Plan:

- 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.

Air

- Maintain and ensure continued access to South Central Wisconsin Regional Airport.

7. PERFORMANCE MEASURES

Establishing performance measures for freight is difficult due to the lack of freight data for the Janesville MPA. Most tonnage data is only available at the County level with the exception of data provided by the Southern WI Regional Airport and WSOR described earlier in this section. The Commodity Flow Survey (CFS) is the primary source of national and state-level data on domestic freight shipments in select industries. Data are provided on types, origins, and destinations. The CFS is conducted every five years, most recently in 2012. CFS data will be incorporated into the Plan when the final data is released in late 2014. WisDOT developed a profile of commodity flow for the SW Region using its database called TRANSEARCH. A summary of this data may be integrated into the final Plan.

The MPO collects data on safety, condition, and performance of the transportation system. Some of these factors directly or indirectly relate to freight. These are:

Target/Goal	Indicator	Data Source	Data Frequency	Justification
Economic Vitality				
Increase in freight tonnage	Tons of freight shipped	Commodity Flow Survey; Rock County airport	5 years	
System Preservation				
Decrease # of miles of street in poor or failed condition	PASER ratings	WISLR WisDOT	2 years	Poor/failing roads increase cost to reconstruct, slow freight
Maintain and preserve rail corridors	# miles of active & inactive rail	MPO	5 years	Protect corridors for future transportation use
Efficient Management and Operations (System Operation and Usage)				
Maintain acceptable levels of traffic	LOS for designated truck routes and NHS routes	WisDOT travel model	5 years	Evaluate with LRTP updates

Safety
No specific freight measure at this time
Security
No specific freight measure at this time
Accessibility & Mobility
No specific freight measure at this time
Integration & Connectivity to the System
No specific freight measure at this time
Protect and Enhance the Environment
No specific freight measure at this time