



Amy Loudenbeck

REPRESENTING WISCONSIN'S 31ST ASSEMBLY DISTRICT

April 12, 2016

The Honorable Anthony Foxx, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

It is my pleasure to submit this letter of support for the Wisconsin Department of Transportation's (WisDOT) application to the 2016 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program. WisDOT is seeking a grant to support construction of a portion of the I-39/90 expansion project in Rock and Dane Counties.

I am sure you recall your visit to Wisconsin back in September 2014 to promote the need for increased investment in transportation infrastructure. My Assembly District includes almost the entire southern segment of the I-39/90 expansion project, and I attended your press conference at the WisDOT rest area in Milton and listened to you and Secretary Mark Gottlieb speak about the importance of increased and stable funding for our nation's highways, bridges, transit and rail systems.

I found a few quotes from your remarks at the press conference and have provided them below for your review.

"I'm here today because Wisconsin is just another example around the country of places that need transportation investment and where transportation investment is making a difference in the lives of Americans. This is an example of what we at USDOT are proud to be supporting ... But we're also concerned. We're concerned because Wisconsin is not alone when it comes to needing better infrastructure. Projects like this all across the country need to get done and yet our ability to get those projects done is limited by funding challenges."

I realize that other states are also experiencing resource challenges, but I do hope you remember this corridor and the many compelling reasons that it is worthy of the FASTLANE funding. This project is the number one priority of all Wisconsin's "Major" projects. There is a proven need for this project and significant local and regional support for its expeditious completion.

WisDOT is seeking \$46,000,000 in FASTLANE funds to be used in conjunction with federal and state matching funds. The FASTLANE grant will be specifically used to accelerate the completion of a critical portion of the I-39/90 mainline near Janesville and will help to ensure timely completion of the entire corridor project.



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Here are some key points to consider:

Design Standards and Aging Infrastructure

There are numerous roadway deficiencies in the I-39/90 corridor that do not meet current design standards, including substandard horizontal and vertical curves, grades, bridge widths and structures that have reached their serviceable lives, interchange configurations, and deteriorated pavement conditions.

Safety

Between 2008 and 2012, there were 1,902 crashes along this stretch of Interstate. Of these, 543 resulted in injuries and 20 in fatalities. This crash rate is 20 percent higher than the statewide average. Safety is a priority in all WisDOT projects, and was a major component in last year's reconstruction of the I-39/90 and WIS 11 (Racine Street) interchange in Janesville, in advance of the Interstate expansion.

I-39/90 is a route of national, state, regional, and local importance. The route is on the National Highway System (NHS) and is a Corridors 2030 Backbone route. Other factors considered important to this project corridor are:

Movement of Goods

I-39/90 is a federal truck route with about 28% of its total traffic volume consisting of heavy trucks. Truck route designation increases the importance of the route to operate safely and efficiently. The high volume of trucks, compared to other interstate segments within Wisconsin (14%-20%), signifies the importance of the route in movement of goods throughout the state and nation.

Tourism

I-39/90 also serves as a gateway to Wisconsin's northwoods, a regional destination for both in-state and out-of-state tourists. Traffic patterns on I-39/90 reflect the importance of this highway as a seasonal recreational route. Therefore, the highest capacity utilization occurs during the summer months and holidays.

In closing, FASTLANE funding for this project would represent a strong partnership of federal and state agencies to improve a critical corridor for freight. I ask US DOT to give serious consideration to this project and the benefits it will provide to the region.

Thank you for in advance for the opportunity to submit this letter of strong support. Please feel free to contact me directly if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Amy Loudenbeck". The signature is written in a cursive, slightly slanted style.

Rep. Amy Loudenbeck