Wisconsin Central Group
An ad hoc Rail Freight Stakeholders Coalition
www.centralcorridors.com/wcg/

Lake States Shippers Association
A Classic Co-op Shippers Association
www.centralcorridors.com/lssa/

John Duncan Varda, Counsel
DeWitt Ross & Stevens s.c.
2 E. Mifflin Street, Suite 600
Madison, WI 53703
608-212-1103
jdvarda@dewittross.com

November 28, 2018

A Wisconsin Forests and Freight Rail Preservation Program
2019-2020

Purposes:

- Increase "go to market" value of resources grown in Wisconsin forests.
- Promote sustainable harvesting to minimize exposure of the forests to fire and disease and to assure preservation and access for hunting, fishing and other recreational activities.
- Minimize the number of over-the-road log truck trips to mill and concentration of log truck traffic in communities at mill destination.
- Support rail access for conversion of non-log, over-the-road truckload freight to rail to share fixed costs of lighter density rail lines necessary for the health of the forests.
- Avoid or minimize the likelihood of additional State-owned rail lines.

Funding:

- Forty Million Dollars ($40,000,000) for the biennium.
- General revenue funds.
- Forests and Freight Rail Preservation Program ("F2RPP") administered by WisDOT.

Relevant Specification:

1. Comparable to WisDOT's current Freight Rail Preservation Program except explicitly available for investments in Class I railroad lines, rail rolling stock, and as matching funds for federal and other grants.

2. Rail rolling stock operations limited to freight originating and/or terminating in Wisconsin or upon agreement extended to the Great Lakes Forests Region in Michigan and Minnesota.

3. Eligible investments include (but are not limited to): (a) rail line and related facilities; (b) industry spurs and switches; (c) public, public-private and railroad owned for transloading logs and other commodities and intermodal freight, transloading road maintenance and construction materials; and (d) public roadway and bridge maintenance and rehabilitation to accommodate full legal weight commercial motor vehicles moving to and from rail connections via less circuitous routes.

.

4. Local match waived for sites in rural areas (to be defined).