

Freight Railroad Infrastructure Improvement Program 2020 Application

Title: A Wisconsin Planning Grant to Identify and Evaluate Intermodal Development Opportunities on the Union Pacific Railroad in the State of Wisconsin.



Figure 1 Union Pacific Railroad (red)

Background: Union Pacific trains pass under 12 bridges in the state of Wisconsin which cannot accommodate double stack (12'6") train movement. The cost to remove these impediments is approximately \$30 million. To open an intermodal terminal on the UP-rail network in Wisconsin, these bridges must be modified to allow double stack train movement. Historically the Union Pacific operated a regional rail service with Norfolk Southern (Figure 2). This service was discontinued when roadrailer equipment was replaced with containers. The UP Wisconsin rail service was canceled due to inability to handle double stack containers.

Building upon the **2019 Overview of Intermodal Freight in Wisconsin** report. This study will identify demand for intermodal service in up to three locations in the State of Wisconsin on the UP, which would support the development of an intermodal terminal.

The Union Pacific is a regional railroad in the State of Wisconsin and has the capacity to serve intermodal shippers with flexibility that other railroads, who pass through the state do not offer.

The findings of this report will provide data and analytics to support federal grant applications for clearance remediation and terminal development in the future.

Your participation is essential to moving forward with the development of domestic and international intermodal service in the state.



Figure 2 Historic Triple Crown Network

February 28, 2020

1.0 Project Parties

1.A Applicant:

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1.B Railroad Contact

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1.C Shipper/Industry Party: (SEEKING MATCHING FUNDS)

Agency	Name	Phone	Email	Pledge Amount
		TBD		

1.D Project Description

Provisional Union Pacific 2020 FRIIP Application Proposal

Objective: To clear double stack impediments on the Union Pacific railroad in Milwaukee to pave the way for intermodal service development in Wisconsin, connecting to the national freight rail network.

Union Pacific (UP), a premier western railroad, operates as is a regional rail carrier in Wisconsin. Union Pacific and Norfolk Southern historically operated a Triple Crown rail service connecting the Upper Midwest domestic producers to Eastern consumers. The grant funds would be used to analyze and respond to the following questions:

- 1. Is it feasible to re-establish a regional run through UP/NS Triple Crown like service with intermodal containers if double stack clearance impediments were removed?*
- 2. Will the removal of double stack impediments result in improved rail economics to support double stack service in the state?*

3. *Is there a potential intermodal terminal(s) location in the state that could viably support the freight volume required to sustain the revitalization of an intermodal network in Wisconsin?*

4. *What are the required conditions for Union Pacific to agree to serve an intermodal terminal(s)/network in Wisconsin?*

The study would be completed in 12 months, in time to prepare a Federal Transportation Infrastructure grant in Q1 2021. Wisconsin DOT anticipates matching funds maybe available for intermodal terminal grant applications to construct a intermodal freight terminals in Q3 2021.

Four Proposed tasks:

1. Identification of **Demand** – Will document domestic and international shippers, volume, lanes, transit time, service and handling requirements, identify potential anchor tenants.
2. Identification of **Supply** – Will identify equipment, terminal requirements, drayage, support services, rail service, warehouse cross dock, transloads, equipment provisions, chassis.
3. **Identify up to 3 potential rail sites** which can meet the demand requirements for intermodal service.
4. **Implementation**, Alternatives and final report.

Organization Structure:

- North Central Wisconsin Regional Plan Commission would be the “Applicant” and would contract with WI DOT and submit FRIIP grant application.
- Prime Focus LLC Team would complete the work with support and engagement with Union Pacific Railroad.
- An advisory committee from the region of not more than 5 individuals will be assembled.
- Study anticipated to start May 2020 and complete February 2021.
- Union Pacific participation.

TEAM: Qualified Expert Team

Libby Ogard – Prime Focus LLC Lead project manager will focus on demand.

Ben Guido – Via Rail - Engineer and site selection expert, will also support business plan.

Todd Ericksrud – Matchback Systems – will collect shipper data and support supply.

John Ducan Varda – Dewitt LLP– will provide shipper association safe harbor to collect actionable shipper’s data.

Dr. Richard Stewart – UW Superior – QAQC

Steve Rose – Redwood Logistics shipper identification

David Wilson – Retired Wisconsin Central to help identify historic shippers

Questions:

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