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NE WI Intermodal Study – Starting Point Question and Beyond? Follow-On to Steering Committee Meeting 12/8/2020

What Type of Intermodal Is Suited to the Region?

- **Geographic scope:** Although the focus is Northeast Wisconsin, the geographic scope is to be determined. We emphatically agree. The scope ought to be the [Great Lakes Forests Region](#) (“GLFR”), more or less. Not a “branch line” perspective; but a perspective and consideration calibrated to, and in the context of, the relevant [Rail Line Corridors](#). With limited exception, the GLFR is “rural” qualifying for infrastructure investment funding (e.g., [ROUTES](#)).
- **Predominant freight characteristics:** GLFR freight, originated and/or terminated, is predominantly non-captive, truck competitive and a mix of long, intermediate and short hauls, domestic North American and overseas freight. Conversions from over-the-road truck to rail, rail, and other intermodal is the path to a sustainable system. GLFR, we make things here – not just raw and finished forest products. Hence, the profile is “freight all kinds,” originated and/or terminated and for rail density, interdependent by location and Rail Line Corridor.
- **Not “intermodal” alone; rather, an integrated freight system:** Let the freight and type of rail service decide terminal location and design. Consider multi-purpose terminals (e.g. intermodal, transloading, storage, port access) from [start-up operations](#) to mature system.
- **Fast, Frequent and Profitable:** [Florida-style “intermodal”](#) is an example. Iowa Interstate and others may also provide models. What are the economic metrics of success and sustainability – rates, service, operating expenses? Is it feasible for the GLFR?

What is the Long-Term Objective? Preservation, Restoration? But, also, Transformation?

- **GLFR rail access:** The vision is an integrated system, north-south and east-west. Not 10 mph; not just 25 mph; where commercially supportable, considerable 40 mph.
- **Shipper demand, virtual single-line:** GLFR shippers have [long made know their preferences](#).

What is “Actionable Shipper Data”? ASD’s Role in Achieving the Long-Term Objective?

- [What We Mean By “Actionable Shipper Data” and Rail Infrastructure Investment and Operations Planning \(“RII-OP”\)](#).
- **Confidentiality, Antitrust Compliance Guidelines and Monitoring:** ASD and RII-OP are dependent on legal collaborations among competitors and, necessarily, involve controlled disclosures of proprietary, sensitive competitive information and application of data analytics. Historic interview and survey approaches are necessary but not sufficient for ASD for RII-OP.