

www.centralcorridors.com/wcg/

March 26, 2014

Matching Up the GLFR Log Car Project with TIGER Selection Criteria? A Start, Not Intended To Be Exhaustive

1. State of Good Repair (Primary).

- Continued attrition of log fleet v. expansion, increased contribution to fixed rail costs?
- Logs as foundation freight:
 - Stabilize & begin virtuous cycle reversing conversions to OTR, logs & other freight?
 - Leads to restoring out-of-service short routes, improving train service, *etc.*?

2. Economic Competitiveness (Primary).

- Extending distance in log markets:
 - Better chance for highest & best use of each species, tree, bolt & biomass?
 - Market allocates recovery of increased value?
- Logging equipment logs v. increasing use for OTR trucking?

3. Quality of Life (Primary).

- Loggers logging v. OTR driving?
- Preserve & expand jobs in forest products (e.g., FRP – 300 in mill, 300 in logging)?
- Increased forest value recovered, increases tax and other dollars in rural communities?

4. Environmental Sustainability (Primary).

- Less fuel, fewer emissions getting logs & other freight to consumers?
- Increasing forest health, reduce fire, disease and release of sequestered carbon?

5. Safety (Primary).

- School consolidations increase exposure, more OTR logs v. more logs & freight on rail?
- Fewer v. increasing log & other freight miles, exposure = accidents, injuries, fatalities?

6. Innovation (Secondary).

- Virtual single line, integrated fleet for GLFR logs via ownership or routing protocols?
- Portal for supply chain visibility for producers, loggers, log truckers, RRs & mills?

7. Partnership (Secondary).

- New means of linking stakeholders, within & between private & public sectors?
- 3 states, foresters, DNRs & transportation? U.S. & Canadian GLFRs, loggers/mills?