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**Why Extending the 45G Short Line Railroad Tax Credit to Wisconsin Central Ltd.  
Will Pay Disproportionate Dividends to the Taxpayer and the Economy**

1. From 1988 to 2001, the Wisconsin Central Railroad (now, “WCL”) was the model for the development of successful short line railroading in North America.
2. Today, for WCL (notwithstanding its control by a Class I railroad approved by the Surface Transportation Board in 2001), the challenges for attracting needed investment to WCL's lighter density lines, to effectively compete for truck competitive freight, are no different than those facing all Class II and III short line railroads.
3. The WCL Region (Wisconsin, Upper Michigan, Northeastern Minnesota and the Twin Cities) offers an extraordinary, if not unique, opportunity for conversion of dramatic volumes of over-the-road (OTR) truck freight to rail and rail intermodal, hence:
  - Increased productivity and competitiveness for the WCL Region including direct access to overseas trade at Pacific, Atlantic and Gulf Coast ports;
  - Decreased emissions, highway congestion and road and bridge wear in the WCL Region and beyond; and
  - More and better jobs, local taxes paid and community prosperity throughout the WCL Region.
4. For the Great Lakes Forests, where harvests are currently under 50% of the resource available under highly successful, sustainable forestry practices, replacing OTR trucking with direct access to competitive rail and rail intermodal service will:
  - Foster healthier forests by reducing risks of fire, disease and release of sequestered CO<sub>2</sub> from end-of-life and decay in the forests; and
  - Provide, through more efficient, eco-friendly transportation and logistics solutions, new market opportunities for all WCL Region forest products overseas and in North America.
5. **A simple amendment is all that is needed.** In currently pending legislation to extend the 45G Tax credit (S. 411 and H.R. 721) provide for amending 26 U.S.C. § 45G(e)(1) to insert the following words, after the words “Surface Transportation Board”: “Wisconsin Central Ltd. (except its mainline between Superior WI and Chicago IL)”.