

**Minutes of the
East Wisconsin Counties Railroad Consortium
Meeting of November 11, 2020**

East Wisconsin Counties Railroad Consortium Meeting was called to order by Chairman Thomas Winker on November 11, 2020, at 10:00 a.m., at the Dodge County Administration Building, located at 127 E. Oak Street, Juneau, Wisconsin.

Certification of Public Notice: Kimberly A. Nass certified that the notice of this meeting complies with all applicable requirements of Wisconsin's open meetings law.

Roll call was taken.

Present: Bob Koch, Columbia County; Russell Kottke and Jeffrey Caine, Dodge County; Karen Madigan and John Zorn, Fond du Lac County; Dennis Mulder, Green Lake County; Thomas E. Winker and Marty Wolf, Ozaukee County, (by phone); Jeff Schleif and Brian Gallitz, Washington County (by phone); and Donald Nussbaum, Winnebago County (by phone).

Excused: James E. Foley, Columbia County; David Abendroth, Green Lake County; Milwaukee County; and Roger TeStroete and Al Bosman, Sheboygan County.

Others Present: Lisa Stern and Chris Kern, WisDOT (by phone); Ken Lucht, WSOR; Kimberly A. Nass, Dodge County Corporation Counsel; and Kelly L. Lepple, Recording Secretary.

Public Comment: None.

Approval of Minutes of July 8, 2020: Motion by Caine/Schleif to approve the minutes of the July 8, 2020, as corrected (Change Roger Roger Schaalma to read Roger Schaalma). Motion carried with 10 ayes and 1 abstained.

Financial Report: Russell Kottke reported the following: The balance in the checkbook as of October 31, 2020, was \$1,000.55. Deposits were \$30,201.21. There were no Expenditures. Transfers were \$30,201.21. Total EWCRRC money on deposit in the Local Government Investment Pool as of October 31, 2020, is \$476,824.13. Motion by Mulder/Koch to approve the Financial Report. Motion carried by unanimous vote.

Approve Financial Statements for the Year Ended December 31, 2019: There was consideration of and discussion about the EWCRRC annual Financial Statement for 2019 prepared by the Dodge County Finance Department. Motion by Schleif/Zorn to approve the 2019 EWCRRC annual Financial Statement as presented in written form. Motion carried by unanimous vote.

Report of WisDOT Railroads and Harbors: Lisa Stern reported the following: On July 20, 2020, Chris Kern replaced Ed Singer, who recently retired, as the WisDOT Real Estate Specialist. WisDOT sent a notice to the Mayville Fire Department regarding the illegal parking lot they installed. WisDOT has not received a response back. WisDOT sent an Offer to Sell state railroad land that encroaches the railroad right-of-way, to the homeowners who live at 241 S. Walker Street, Waupun, Wisconsin in Waupun, Wisconsin. The owners have not responded to the Offer to Sell. Port of Milwaukee received a \$15.9 million federal grant to build a \$31 million building along the shore of Lake Michigan that will produce

and export various agricultural products worldwide. Milwaukee Port is partnering with The DeLong Company on the project. WisDOT will invite Mike Halstead, Harbors Director to the next EWCRC meeting and provide a presentation of the Milwaukee Port project.

Report of WSOR: Ken Lucht reported the following:

The continuous welded rail replacement project on the Oshkosh Subdivision, from Fisk to Oshkosh, which is a Phase 3 rehabilitation project, is almost complete. WSOR will be sending the EWCRC an invoice for its 2020 member contribution of \$225,000, to contribute toward the cost of the Fisk to Oshkosh rail replacement project. WSOR is going to replace approximately 2,500 ties on the Cambria line, WSOR will be replacing approximately 3,200 ties between Fairwater and Brandon, and WSOR will be installing approximately 11,000 ties between Horicon and Slinger. The Waukesha Subdivision continuous welded rail project is almost complete. WisDOT received a federal grant to complete the last phase of the Merrimac Bridge rehabilitation project. This grant will cover half the cost of the remaining work to upgrade much of the existing rail bridge over the Wisconsin River, which will extend its life and increase its capacity. The next phase of the Merrimac Bridge rehabilitation project will begin in 2021, and is scheduled for completion in 2022. The City of Plymouth will repaint a tressel over Mill Street. WSOR had a photo contest for the 2021 calendar. The 2021 calendars will be available in January of 2021.

Presentation on Background of WSOR. Ken Lucht provided a PowerPoint presentation and handouts to each of the members of the EWCRC, which provided an overview of WSOR's public/private partnership with the East Wisconsin Counties Railroad Consortium. Ken Lucht summarized WSOR's capital expenditures in the Northern Division, described the many rehabilitation projects that are included in WSOR's capital expenditures, and stated the sources of funding for each project.

Date, time, and place of next meeting (January 13, 2021): The next regular EWCRC meeting will be held on January 13, 2021, at 10:00 a.m. Ozaukee County will host the meeting.

Motion by Koch/Schleif to adjourn. Motion carried by unanimous vote.

Meeting adjourned at 11:32 a.m.

Respectfully submitted,

Jeff Schleif, Secretary

Disclaimer: These are draft minutes. These draft minutes may be approved, amended, or corrected at the next meeting of the East Wisconsin Counties Railroad Consortium.

**EAST WISCONSIN COUNTIES RAILROAD CONSORTIUM
FUNDS ON DEPOSIT AS OF JANUARY 31, 2021**

**PREPARED FOR THE MARCH 10, 2021 EWCRC MEETING
US BANK**

CHECKING ACCOUNT

Date/Activity	Total Amount Of Income/ Expenditures/ Transfers	Balance
Balance as of October 31, 2020	\$ 1,000.55

DEPOSITS:

November 18, 2020 – WSOR 2020 4 th Quarter Rent.	\$ 5,201.21 (deposit)	
December 30, 2020 – Transfer of Money from LGIP to EWCRC Checking Account. (EWCRC 2020 Local Match Contribution – Fisk to Oshkosh Rail Replacement Project, Check No. 5009).	\$ 225,000.00 (transfer)	
December 30, 2020 – Transfer of Money from LGIP to EWCRC Checking Account. (Services Rendered in 2019 by Corporation Counsel)	\$ 3,835.36 (transfer)	
December 30, 2020 – Transfer of Money from LGIP to EWCRC Checking Account. (Services Rendered in 2019 by Finance Department)	\$ 700.00 (transfer)	
Interest accrued for November (\$0.01) and December (\$0.12) of 2020 and interest accrued for January (\$1.57) 2021	\$ 1.70 (Interest)	
TOTAL DEPOSITS	\$ 234,738.27

EXPENDITURES:

December 30, 2020 – EWCRC 2020 Invoice from WSOR – Fisk to Oshkosh Rail Replacement Project (Check No. 5009)	\$ 225,000.00	
December 30, 2020 – Corporation Counsel Invoice for Services Rendered in 2019 (Check No. 5010)	\$ 3,835.36	
December 30, 2020 – Finance Department Invoice for Services Rendered in 2019 (Check No. 5011)	\$ 700.00	
TOTAL EXPENDITURES	\$ 229,535.36

TRANSFERS TO LOCAL GOVERNMENT

INVESTMENT POOL:

November 18, 2020 – WSOR 2020 4 th Quarter Rent. (Automatic transfer through Treasurer)	\$ 5,201.21 (transfer)	
TOTAL TRANSFERS	\$ 5,201.21

East Wisconsin Counties Railroad Consortium

Funds On Deposit – US Bank – Horicon

As of January 31, 2021 – Prepared for March 10, 2021 EWCRC Meeting

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January 31, 2021 – BALANCE IN CHECKBOOK	\$ 1,002.25
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TOTAL EWCRC MONEY ON DEPOSIT IN LOCAL GOVERNMENT INVESTMENT POOL	\$252,599.33
(as of January 31, 2021)	

WRRTC Trackage Rights & Bridge Issues

Janesville, WI



Follow us on:

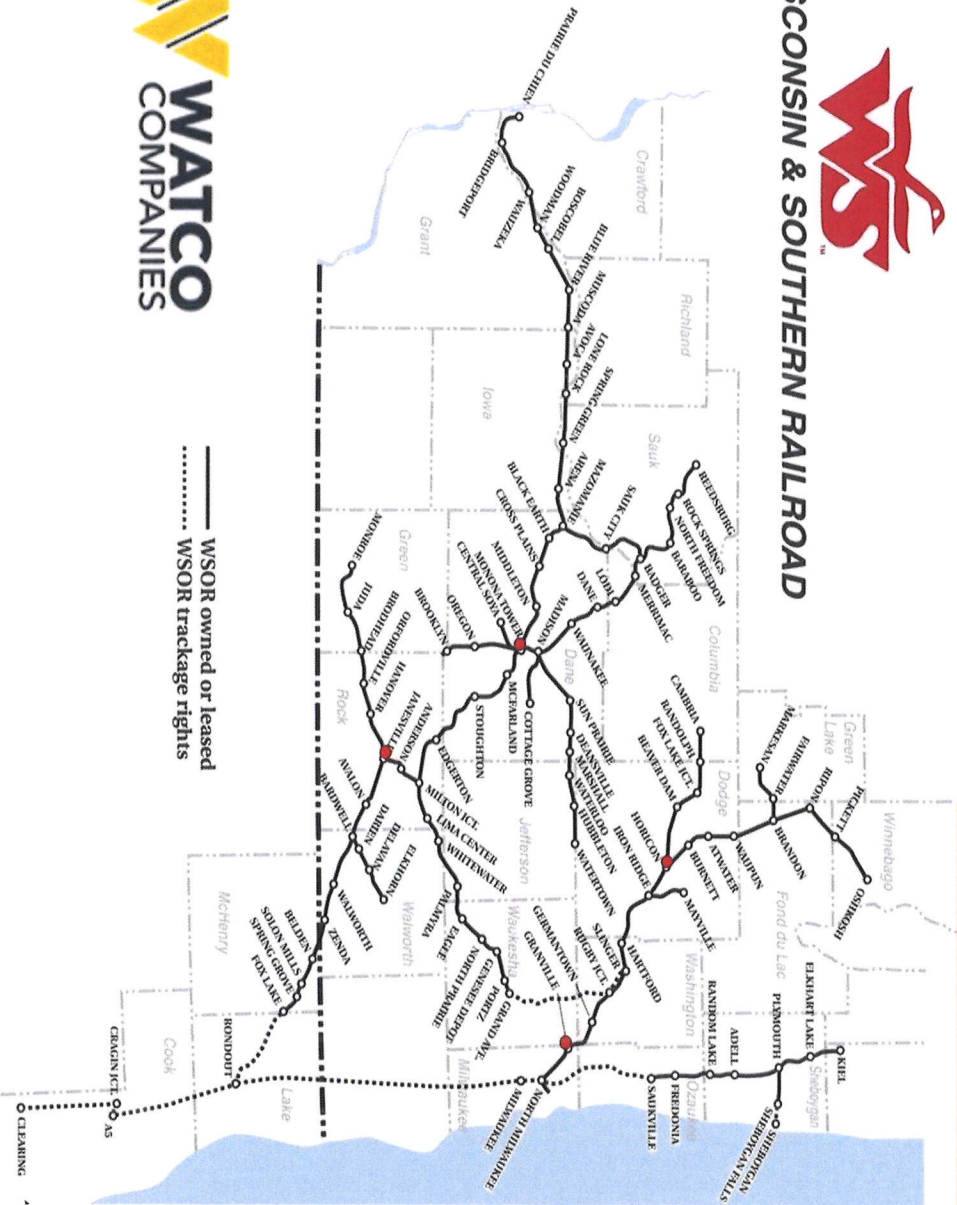


December 4, 2020

System Map



WISCONSIN & SOUTHERN RAILROAD



—— WSOR owned or leased
 WSOR trackage rights

History / Background

- In **Spring of 1991** a major wash-out occurred just north of Memorial Drive rendering the state and RTC-owned infrastructure out of service indefinitely.
- **June 1st, 1991** – WRRTC entered into an “*Overhead Trackage Rights Agreement*” with Chicago and North Western Transportation Company (CNW) and the Wisconsin & Calumet Railroad Company (WICT).
- In **1991/1992** – WISDOT, City of Janesville and CNW entered into an agreement to “consolidate” the operations of the SOO Line and WICT in order to eliminate the need to construct a grade separated structure to move trains of the SOO Line and WICT over Black Bridge Road. WISDOT and City contributed rehabilitation funds to the Joint Track in order to move SOO Line and WICT Trains over CNW ROW.
- Joint Track - A 2.5 mile section of CNW track (now Union Pacific) from Jackson Street to Memorial Drive.
- This included operating over five bridges now owned by Union Pacific.
- These five bridges just happen to run parallel with and adjoin Five Bridges owned by the WRRTC by sharing common abutments over existing roads/river.
 - North Franklin Street
 - Rock River
 - North Parker Drive / Hwy 51
 - North River Street
 - Main Street
- In 2017 the Union Pacific RR “derated” the load capacity of all five bridges from 286K to 263K, causing all 286K traffic to now detour to Milwaukee or to require all Customers to “light load cars to only 263K.

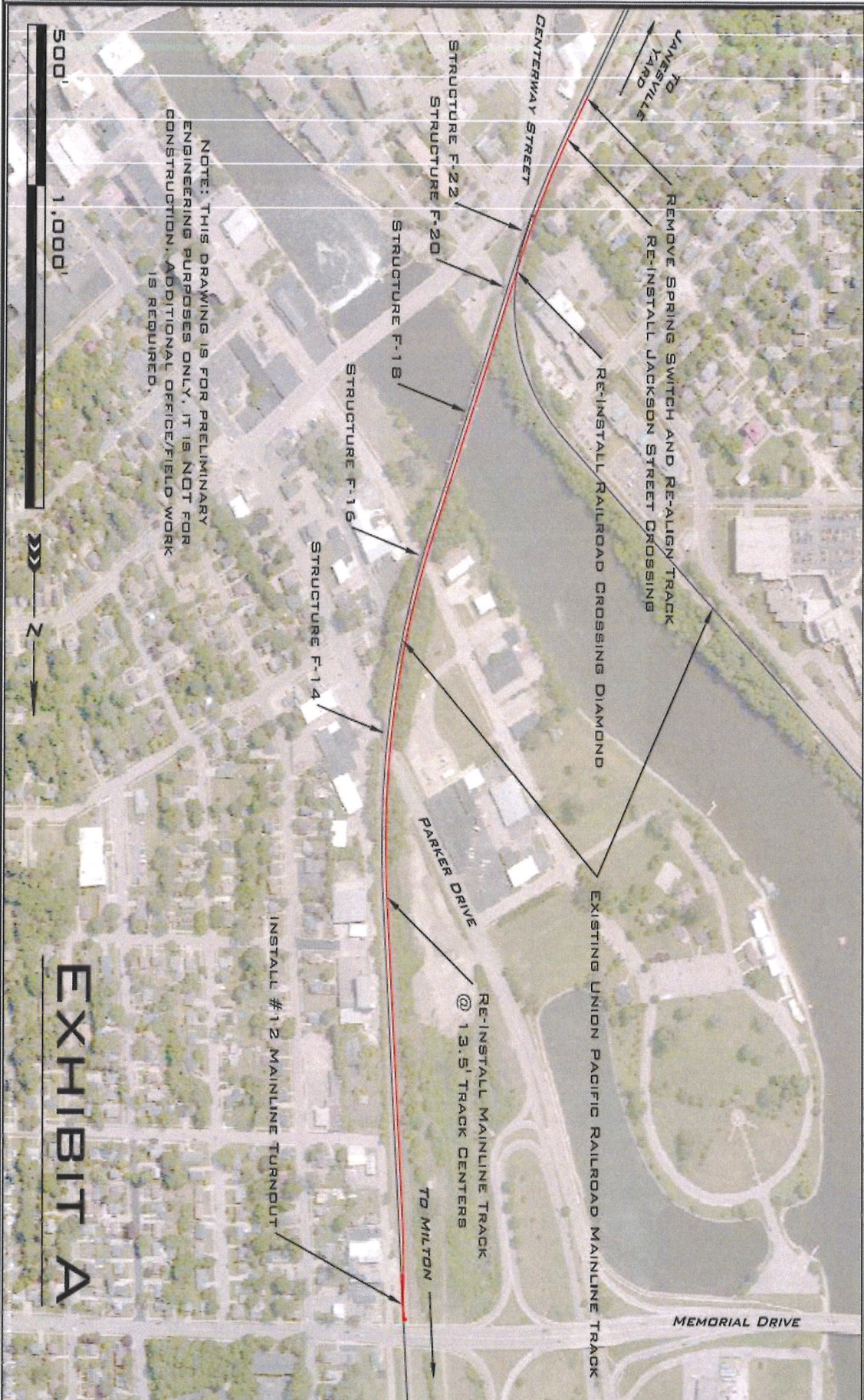


EXHIBIT A

SURVEY INFORMATION:

NO.	DATE	ELEV.	DESCRIPTION

REVISIONS:

NO.	DATE	BY	DESCRIPTION

DATE: 7-20-2020
 SCALE: NONE
 DRAWING: SOUTHERN
 PROJECT: OAKMAN ST. R/W
 SHEET: 87
 SUBJECT: B1

WOLFGANG & ASSOCIATES
 RAILROADS, LLC

PROFESSIONAL ENGINEERING
 MARYLAND
 JAMESVILLE, MD

EXAMINED: [] SHEET 1 OF 1
 BY: []



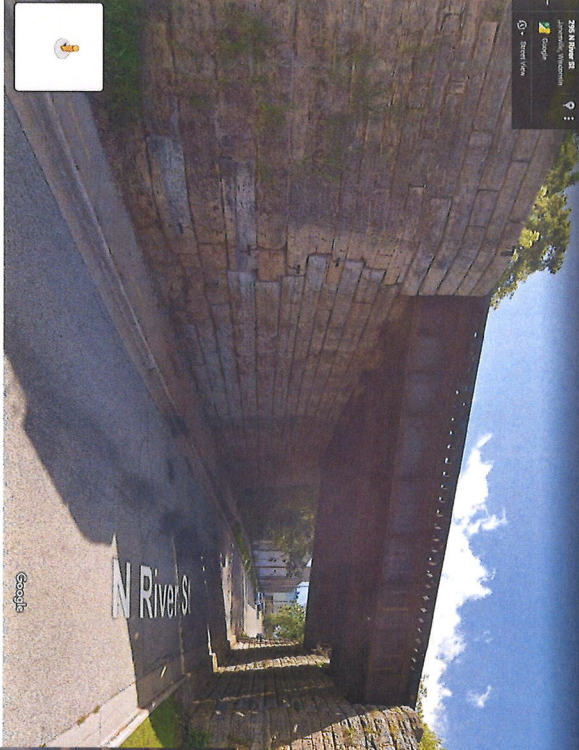
North Franklin Street

Structure F-22



North River Street

Structure F-20

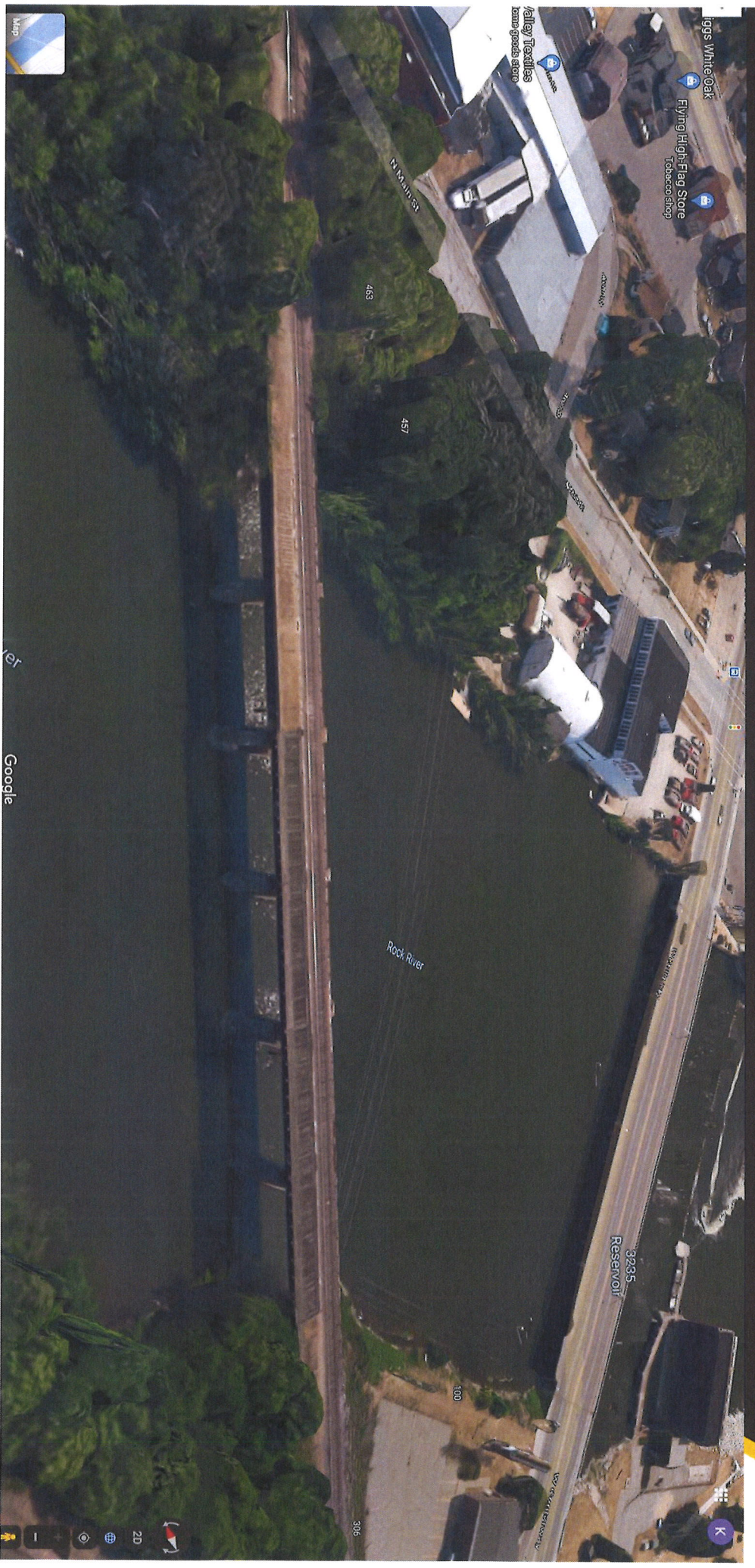


Location of New Diamond



Rock River

Structure F-18



Main Street

Structure F-16



North Parker Drive/ Hwy 51

Structure F-14



Economic Impacts

- *Higher Transportation Costs* - Costs have increased because efficiencies have been reduced by industries having to light load railcars for the bridges and more equipment is needed to haul the same amount of volume. For grain, some costs increased by 3% for the industry versus the higher capacity cars. Other industry costs have increased by 10%, depending upon type of equipment.
- *286K carloads system-wide* - All the corn moving into Chicago. All sand business moving off the Northern Division including Northern Division Ethanol. Also includes all inbound Plastics, Chemicals and steel. Approximately 10-15K carloads per year are impacted and that ratio will grow as more lighter capacity cars are scrapped and retired.
- *Businesses Impacted* - Almost all the customers on the WSOR are affected in some way or another unless their carloads originate and terminate on segments not affected by the weight restriction.

2021 FRPP Application

Project Scope – Restoration of State-Owned Railroad Right-of-way

- Repairs to 5 Bridges to 286K load ratings
- Installation of 2,500' Track
- Installation of New Diamond/Switches to UP Evansville
- Installation of N. Jackson Street Crossing
- New Turnout North End back to UP at Memorial Drive

Preliminary Cost Estimate = \$8,050,718*

* This is only an Order of Magnitude Cost. Final engineering and underwater inspections will be required in order to determine Final Cost Estimate.