

MINUTES OF THE 66 COMMITTEE MEETING OF FEBRUARY 23, 2007

The Meeting of the 66 Committee was called to order by Chairman Forrest Van Schwartz on February 23, 2007, at 10:00 o'clock a.m., in the Conference Room, of the Wisconsin Department of Transportation District I Building, located at 2101 Wright Street, Madison, Wisconsin.

Roger Larson explained the evacuation procedures at the WisDOT District 1 Building.

Roll call was taken.

Present: Gene Gray, Dane County; Edwin J. Qualmann, Dodge County; Forrest Van Schwartz, Dane County; Oscar Olson, Green County.

Came to Meeting after Roll Call: Daniel Goetz, Washington County arrived at 10:18 a.m.

Excused: Joseph Koch, Fond du Lac County and Karl Nilson, Waukesha County.

Others Present: Frank Huntington and Roger Larson, WisDOT Rails; Jef Hall, Winnebago County; Ken Lucht and Ben Meighan, WSOR; John F. Corey, Corporation Counsel; Kelly L. Lepple, Recording Secretary.

Certification Of Open Meeting Notice: John F. Corey, Corporation Counsel for Dodge County, Wisconsin, certified that the public notice of this meeting complies with all requirements of Wisconsin's open meeting law.

Approval Of Minutes Of September 5, 2006: Motion by Qualmann/Gray to accept and approve as presented the minutes of the September 5, 2006 meeting. Carried by unanimous vote.

Jef Hall from Winnebago County introduced himself. Mr. Hall stated that at the next meeting of the Winnebago County Board of Supervisors, he will be appointed to serve as a board member of the EWCRC.

Approval Of The Agenda: Motion by Gray/Qualmann to approve the agenda. Carried by unanimous vote.

Old Business: There was no old business presented to the Committee.

Allocation Of Funds Regarding The Horicon To Hartford (Goodland Road) And Walworth To Avalon Rehabilitation Projects For 2007: John Corey stated that at the January 10, 2007, EWCRC meeting, the board of directors of the EWCRC voted that EWCRC will be the fiscal agent and will use all of its 2007 member county contributions for the 2007 Horicon to Hartford (Goodland Road) Rehabilitation Project and that WRTC will be the fiscal agent and will use all of its 2007 member county contributions for the 2007 Walworth to Avalon Rehabilitation Project, and that the matters of allocation of funds to rehabilitation projects in the northern and southern division and which entity will be fiscal agent for those projects will be reviewed in 2008.

Discussion Of Suggestions On Costs Sharing By Frank Huntington: Frank Huntington suggested that there should be agreements between the commissions and WSOR for all rehabilitation projects. Frank Huntington stated that in terms of the local match, there should be some sort of an agreement to keep better track of how much each commission or consortium has participated in a project, and, if it comes time, for whatever reason to divide some of the funds, there is a record of who has contributed what. Mr. Huntington also stated that in terms of the accounting aspect, it would work best for WSOR to do the accounting. It would take some of the accounting responsibility off of the consortiums and the commissions and it would be minimal additional work for WSOR and it would save sending checks from one consortium or commission to the other. Motion by Olson/Qualmann to adopt local match agreements between the commissions and WSOR which would confirm the commitment of local match funds for all rehabilitation projects. Carried by unanimous vote.

Discussion Of Current And Future WSOR Projects: Ken Lucht gave a Power Point presentation. Ken Lucht described WSOR's 2008 Capital Projects and WSOR's Capital Improvement Plan. Ken Lucht talked about some of the new industries planning to locate in rail served communities, which would create new jobs and bring in additional property tax revenues to the State of Wisconsin. Ken Lucht also talked about existing ethanol plants, ethanol plants under construction and ethanol plants that are in the permitting process that are or would be located on the WSOR railroad system. Ken Lucht also talked about the changing industry and the importance of replacing yesterday's standards of 75 and 85 and 90 pound rail to today's standards of 115 pound rail to support 286K railcars.

Ken Lucht talked further about rail detection ultra sonic testing on WSOR's rail system. This testing tells WSOR where internal flaws are located in the rail. In January of 2007, four subdivisions on the Northern Division, about 104 miles, were tested. There were 215 internal defects found, which comes out to be a little over 2 defects per mile and 91% of these defects were on the 90 pound rail. In January of 2007, four subdivisions on the Southern Division, about 163 miles, were tested. There were 835 internal defects found, which comes out to be a little over 5 defects per mile and 85% of these defects were on the 90 pound rail. WSOR has repaired 350 internal defects to date.

Ben Meighan of WSOR explained the importance of replacing 90 pound rail with 115 pound rail. Ben Meighan talked about recent and past derailments that have occurred on the WSOR rail line. Ben Meighan explained the financial impact derailments have on WSOR and the importance of keeping 100 foot railroad corridor rights-of-way.

Ken Lucht briefly described the 2007 Horicon to Hartford (Goodland Road) tie replacement rehabilitation project and the 2007 Avalon to Walworth rail replacement rehabilitation project.

Ken Lucht described the 2008 rehabilitation projects. The first rehabilitation project is on the southern division. The Madison to Milton project is a phase one project wherein approximately 28,700 ties will be replaced, approximately 42,000 tons of ballast will be installed, about 32 miles of track will be surfaced, and 39 public crossings will be reconstructed. The estimated cost of this phase one project is \$5.9 million. The second rehabilitation project is on the northern division. The Horicon to Hartford project is a phase two project wherein about 14.6 miles of continuous welded

source: www.wrrtc.org

115-pound rail will be laid, approximately 15,470 tons of ballast will be installed, and approximately 14.6 miles of track will be surfaced. The estimated cost of this phase two project is \$6.1 million. WSOR's goals for the two 2008 rehabilitation projects is that the State will approve each project and contribute 80% to each project, WSOR will contribute 10% to each project, and the rail transit commissions will contribute 10% to each project.

Ken Lucht stated that WisDOT has released a study on the condition of its publicly-owned railroad bridges. The study identifies over \$24 million necessary to bring several bridges into compliance to allow use of 286K railcars. Ken Lucht further stated that currently underway is a multi-state initiative to investigate the cost savings of having short lines and regional railroads in place as a reliever to the highway systems. The study will identify the incremental pavement maintenance costs that could be expected as a result of additional freight traffic moving over the highway systems.

Ken Lucht distributed an electronic copy of the Power Point presentation to John Corey and Forrest Van Schwartz.

Projects To Be Funded In 2008 In Part By The EWCRRC, WRRTC, And PRTC:

There was discussion regarding selection of projects to be funded in 2008, in part, by the EWCRRC, WRRTC, and PRTC. It was the consensus of the Committee to select the Madison to Milton phase one rehabilitation project and the Horicon to Hartford phase two rehabilitation project to be funded in 2008, in part, by the EWCRRC, WRRTC, and PRTC. Motion by Goetz/Gray to select the Madison to Milton phase one rehabilitation project and the Horicon to Hartford phase two rehabilitation project to be funded in 2008, in part, by the EWCRRC, WRRTC, and PRTC. Carried by unanimous vote.

Establish Time, Date, And Place Of Next Meeting: It was agreed that the next meeting will be scheduled for August 24, 2007, with the time and place of the meeting to be determined by the chairman.

Adjournment: Motion by Goetz/Qualmann to adjourn. Carried by unanimous vote.

Meeting adjourned at 12:07 o'clock p.m.

Respectfully submitted,

Forrest Van Schwartz, Chairman