

# WISCONSIN RIVER RAIL TRANSIT COMMISSION

FULL COMMISSION MEETING - FRIDAY, AUGUST 8<sup>TH</sup>, 2014 @ 10AM  
 DANE COUNTY HWY GARAGE, 2302 FISH HATCHERY RD, MADISON, WI

1. 10: 00 AM **Call to Order** – *Alan Sweeney, Chair*

2. Roll Call. **Establishment of Quorum** – *Mary Penn*

Crawford	Tom Cornford, 2nd Vice Chair (XComm)	x	Rock	Ben Coopman, Alternate	
	Rocky Rocksford	x		Wayne Gustina	x
				Alan Sweeney, Chair	x
				Terry Thomas	x
Dane	Gene Gray, Treasurer (XCom)	x	Sauk	Marty Krueger, Alternate	
	Jim Haefs-Fleming	x		George Johnson	x
	Chris James, Vice Secretary (XComm)	x		John Miller, Vice Treasurer (XComm)	x
				Dave Riek	x
Grant	Gary Ranum (left at noon)	x	Walworth	Jerry Grant	
	Vern Lewison	excused		Richard Kuhnke – 2 <sup>nd</sup> Vice Treasurer (XComm)	x
	Robert Scallon, 1 <sup>st</sup> Vice Chair (XComm)	x		Allan Polyock	x
Iowa	Charles Anderson, Secretary (XComm)	x	Waukesha	Karl Nilson, 4 <sup>th</sup> Vice Chair (XComm)	x
	William G Ladewig	x		Dick Mace	x
	Jack Demby	x		Vacant	
Jefferson	Mo Hansen 3 <sup>rd</sup> Vice Chair (XComm)				
	Laura Payne	x			
	Augie Tietz	x			

Commission met quorum.

**Others present for all or some of the meeting:**

<ul style="list-style-type: none"> <li>Mary Penn, WRRTC Administrator</li> <li>Eileen Brownlee, WRRTC Atty.</li> <li>Forrest Van Schwartz, pro bono consultant</li> <li>Rie Faubush MidWest Networks</li> </ul>	<ul style="list-style-type: none"> <li>Ken Lucht, WSOR</li> <li>Frank Huntington, Kim Tollers, Roger Larson, WDOT</li> <li>Larry Ward</li> </ul>
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3. Action Item. **Certification of Meeting’s Public Notice** – *Noticed by Penn*

- Motion to certify posting of meeting – *Nilson/Gustina, Passed Unanimously*

4. Action Item. **Approval of Agenda** – *Prepared by Penn*

- Motion to approve agenda – *Cornford/Thomas, Passed Unanimously*

5. Action Item. **Approval of draft July Meeting Minutes** – *Prepared by Penn*

- Motion to approve July minutes – *Ranum/Anderson, Passed Unanimously*

6. Updates. **Public Comment** – *Time for public comment may be limited by the Chair*

There were no public comments.

7. Updates. **Correspondence & Communications** – *Discussion may be limited by the Chair*

Mary Penn reported on correspondence over the past month and distributed articles submitted by Forrest Van Schwartz.

**8. Updates.                    Announcements by Commissioners – No discussion permitted**

Alan Sweeney asked for a volunteer to go to the Freight Conference in Appleton on August 14<sup>th</sup> as he would be unable to go. He said if anyone would be able to go to let him know. Karl Nilson said you could get a good feel for what was going on with freight rail in the State. Frank Huntington said it was a half day meeting.

**REPORTS & COMMISSION BUSINESS**

**9.            WRRTC Financial Report – Jim Matzinger, Dane County CPA / WRRTC Accountant**

- Treasurer’s Report for July and Payment of Bills

Gene Gray distributed and explained the Treasurer’s Report for July. He said that Jim Matzinger would be back with the Commission in September. He reported there were two bills to be paid; one to SWWRPC and one for Accounting

- *Motion to approve the Treasurer’s Report – Tietz/Nilson, Passed Unanimously*
- *Motion to approve the bills – Anderson/Scallon, Passed Unanimously*

**10.        Wisconsin & Southern Railroad’s Report on Operations – Ken Lucht, WSOR**

Ken Lucht reported that there had been a lot of activity on capital projects. The Continuous Welded Rail (CWR) work in Rock County was well underway and the first seven miles had been delivered to the site and WSOR had been mobilizing to install the CWR. This was Phase 1 of a three phase project with a total of 18 miles of track to be replaced. Lucht said that hopefully this would be in by the end of the year. Lucht reported that ties had been installed in Saukville and Kiel on their North/South line, increasing track speeds to 25 mph. He said there were many, many bridge projects going on including the Prairie sub with two applications in for major bridge replacement. He said that WSOR was waiting to hear from WDOT if any of their bridge applications would be granted. Because the bridges were so old, replacement is needed and a big priority.

In other projects, he said that there were some Growth and Rail Capacity projects in the works. Lucht said WSOR was now able to invest in growth and expansion. He referenced an article distributed at Item 7 on growing rail capacity and spoke of a rail capacity expansion project in Rock County that was currently underway for the Milton siding. He briefly described the necessity of this siding, as it currently contributes to inefficiencies. He said old footage from Rock County that had been torn out had been relocated to this project. Lucht said this would be a tremendous value to WSOR and the region. On the Oregon track expansion, he said brush cutting and tree removal had been completed on the spur. He said they had released a contract for track construction and ties and equipment would be delivered next week. This tie work would be done in about 4 weeks so things were moving along. They would be in service by the end of this year and were preparing to petition the Surface Transportation Board (STB) for common carrier rights. He reported on the Plymouth to Kohler project, a \$19 million project that had about four prospective industries interested in rail freight. This would give WSOR access to Sheboygan.

In Business Development, Lucht said grain was starting to move again and 3rd Quarter was looking much better than the 1<sup>st</sup> and 2<sup>nd</sup> quarters. He said WSOR was ramping up services as harvest moved forward. Over the last 6 months WSOR got rid of some engines and now would have to expand on the power side. Dick Mace asked if they would be purchased or leased. Lucht said there were some new engines on the market they were looking at leasing and said new engines came better equipped and that they all were now equipped with PCT which would soon be required. Lucht said that plastic and steel were doing well and that steel was moving in Sauk County as well as sand. He reminded the Commission that he’d spoken in the past on sand traffic and it would be increasing. He said that there had been some personnel changes at WSOR and they had hired a new Director of Operations. Lucht said this was a new position with WSOR and they felt it necessary to get someone with more experience in more expanded rail services. He explained about the roles and need for a general manager versus a director of operations. He also said WSOR had hired Larry McCloud from Michigan as a general manager. He explained the needs for these new hires and gave some background on their expertise and what they would bring to WSOR. He also said they were hiring a Human Resources Director which they had not yet filled, explaining that position’s needs and requirements. Lucht said they would also be hiring a Head of Marketing, which was a new position. He said WSOR was always hiring trainmen, conductors and engineers.

Augie Tietz asked about the Watertown/Waterloo spur. Lucht said all the information had been submitted to WDOT and they were waiting for announcements to be made, adding that WSOR had let DOT know this was a high priority for them. He said WSOR would like to begin this project this year and were optimistic it would be awarded. Tietz said the industrial site on the west side of town was looking for rail. Bill Ladewig asked about the status of the Tiger application. Lucht said WSOR had been working to make contact with congressional representatives to support this application. He noted that last Monday Prairie du Chien representatives had met with Tammy Baldwin to ask for her support on the project. He said they were about 35 – 40 days away from award announcements. Ladewig then asked if WSOR would be affected by a proposed emergency response to rail oil spills bill. Lucht said he would be looking at this in the future. Allan Polyock asked about train speeds into Walworth County and Lucht said it was 40 mph. Polyock also asked about the remaining 12 miles of CWR (west of Avalon).

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Bob Scallon asked Lucht about a derailment in Slinger. Lucht said two trains collided: a south bound CN train clipped the end of a WSOR train which was going north. Four thousand gallons of diesel was spilled but cleaned up and there were no fatalities. He said last Sunday WSOR had got access to fix their switches at the derailment site, noting this was a location shared between WSOR and CN. He said they had done a lot of trans-loading to address the needs of their customers during the cleanup. He said WSOR and CN were both conducting investigations.

Gene Gray asked who did the brushing and weed abatement on the Oregon spur. Lucht said the bids they received had been double the price of WSOR doing it so WSOR did the work themselves. He said spraying had been bid out (25' out both sides of the track) for future years; WSOR did the spraying this year.

Terry Thomas asked if there had been any car/train damage in a Sun Prairie accident. Lucht said a car had collided with a train going 8 mph across a township road. He said an SUV did not yield to the train and hit the train. He said police said the driver was not at fault because the "corn was too high". Lucht said the train driver blew its whistle four times. Scallon asked about the time of day of the accident and Lucht said afternoon/evening while WSOR was servicing a customer who they had been serving for 10 years. He said there was minor track damage.

At this point, Sweeney introduced George Johnson to the Commission who was a new representative to the WRRTC from Sauk County. Johnson said he represented Reedsburg. He was welcomed by the Commission;

Larry Ward introduced himself to the Commission and said he had enjoyed hearing about the Commission and appreciated the Commission's efforts to maintain rail. He said that SWWRPC and WDOT had worked hard to preserve rail and was pleased with the dedication and efforts of the Commission.

### **11. WDOT Report**—*Frank Huntington, Kim Tollers, WDOT*

Frank Huntington reported that the agreements with UP had been signed. He said WDOT had been working to complete the agreements and the filing documents to the STB. He said there was no way of knowing how long it would be before the STB would respond. He reminded the Commission that the operating authority would be with WSOR and not WDOT. He added that hopefully WDOT would know by the end of the year.

In other projects, Huntington said WDOT had filed on a rail line in the Crandon area being abandoned by CN. He explained they had decided to just acquire the Right of Way. He explained some of the conditions of the line – it had been probably 5 years since the track had been used but WDOT did not acquire the track as there were no customers. Dick Mace asked about the location of the track. Huntington spoke of other trackage in the same general area, its ownership, and the existence of possible shippers. If the Crandon mine were to open, this track could be opened and WDOT would have the ROW. At this time it made no sense to acquire the track with no shippers.

Huntington reminded the Commission of the Freight Summit on August 14th and reminded them of the Freight Rail Conference on November 12<sup>th</sup> in the Madison Crowne Plaza, an all-day event. He also reported that Freight Rail Days would be in October 7<sup>th</sup> in Appleton which was sponsored by the railroads and was more of a lobbying event.

He said WDOT was working on its upcoming budget that would be submitted to the Governor in November. They were hoping to keep the freight program well-funded with at least \$52 M. He said the budget would be approved in June.

In projects, he said WDOT was a bit behind in reviewing and awarding projects due mainly to the Reedsburg acquisition. Moneywise, WDOT should have an additional \$10 - \$15 M available if the TIGER grant was not funded. Huntington said that hopefully WDOT would have some projects up and running next spring and noted that the Watertown project was very competitive.

Dave Riek asked about the acquisition and if there had been any consideration given in regard to the proximity of Devil's Lake State Park on this line and if there would be additional safety considerations brought to bear on this. Huntington said that safety had been raised at other meetings and said that people do walk along the track although it is not a legitimate trail. He said it would be very interesting as to where a trail could go as it is sided by the lake and a rock bluff. Huntington said it may be a couple of years before the trail issue was settled. Riek said they were "waiting for an accident to happen", noting how inadequate the track seemed to be. Huntington noted train speeds were lowered on questionable track and the trains were operated in a safe manner. He said that if the acquisition went through, applications would come to WDOT to address various locations on this track to fix. He said WSOR had talked to WDOT regarding a potential tie project. Tietz asked Huntington for the project number for the Watertown project.

**12. WRRTC Administrator's Report – Mary Penn, WRRTC Admin.**

Penn reported on her administrative duties of the past month, as listed below:

1. Received confirmation of Richard Kuhnke's reappointment to the Commission from Walworth County.
2. Received IL Utility permit request for a directional boring across the Fox Lake Sub.
3. Spoke to Stew Hebel, of GM in Janesville on trying to find a crossing agreement on their property, apparently granted prior to WRRTC's ownership of the line.
4. Received notice from Ken Lucht, WSOR, of an excursion train for August 22<sup>nd</sup> from Fox Lake, IL to Spring Green, WI. Permitting through WDOT as per the Operating Agreement.
5. Should be hearing from Johnson Block by the end of the month for the 2013 audit report preparation.

**13. Consideration and Possible Action Confirming August 22<sup>nd</sup>, 2014 WSOR Special Passenger Excursion Train Permit from WDOT– Mary Penn, WRRTC Admin., Frank Huntington, WDOT**

Kim Tollers reported WDOT was waiting for two items from WSOR before granting the permit and noted that a permit was not required from WRRTC (as per Eileen Brownlee and Mary Penn). Lucht said that WATCO was allowing a passenger excursion trip on this track and explained some about the excursion and the length of it. He noted it was fee based and because a fee was charged a permit from WDOT was required. He said that it was a scenic trip, terminating in Spring Green, WI. Nilson asked about the rolling stock. Lucht said it was Iowa Pacific which was focused on passenger service. No action was necessary.

**14. Discussion and Possible Action on Utility Permit for Midwest Fiber Network Directional Bore at T46N R8E S7SW (IL STH 173, Kenosha Street), Fox Lake Sub, City of Richmond, McHenry County, Illinois – Nathan Lemmen, Midwest Fiber Network**

Rie Faubush from Midwest Fiber Network explained the project to the Commission after Penn gave some background on the IL permit process. Penn said that the fees had been paid and Faubush distributed a handout showing the work site and proposed boring. Nilson said the only thing the Commission was interested in was where it was crossing the track. Lucht said with the proposed bore being 72" deep, it should not be an issue but Midwest needed to work with WSOR's engineer's to get WSOR to sign off on the permit. Mace noted its proximity to a signal and asked if there were any concerns on the part of the railroad. Lucht said he would have to confirm with their engineers on this. Ladewig asked about the permit location and if they could move the bore from the proposed site. Eileen Brownlee said the permit language allowed for this and while the location might be changed, they could not disallow access. Lucht asked for consistency and wondered how this project would align with Trans 29. Roger Larson said IL law did exceed Trans 29. Sweeney asked if engineer approval would be needed before the Commission approved it. Laura Payne asked if there were any cross sections available but Faubush did not have any with him. Huntington commented that Larson could provide technical assistance and advice since he was conversant in this area. Mace asked if the fee could be increased but Brownlee said the fee was set via IL statute.

- *Motion to approve Utility Permit pending engineering approval from WSOR – Mace/Tietz, Passed Unanimously*

**15. Discussion and Possible Action on WSOR Request for Written Approval from WRRTC Full Commission for Proposed Railroad Capacity Expansion and Community Improvement Project as recommended by the WRRTC Executive Committee at July 11<sup>th</sup>, 2014 meeting - Ken Lucht, WSOR**

Lucht spoke of the challenges, new and old, in Prairie du Chien and explained what WSOR/WATCO had done to come up with a proposal to address the challenges he outlined. He noted and appreciated the Executive Committee's support for this project and explained why WSOR needed written approval from WRRTC and WDOT. He went over some of the project's basics and how this project came about, using the handout that Penn had sent them in their meeting packets. He talked about the current site on St. Feriolo Island and the fact that it was the only access WSOR had to the public harbor. With the increased use of St. Feriolo Island by multiple users, it was very challenging for WSOR to operate. He said last January the City passed a resolution opposing car storage on the Island. Lucht said WSOR takes this stuff seriously, coupled with customer's needs. He spoke of a growing aggregate market with customers in Pennsylvania and North Dakota. Lucht said it would be an investment of \$1.3M. He talked about job creation in the area related to aggregate production, and said the current customer base employed over 200 people. He referred to other economic impact figures and noted that WSOR spent millions in Crawford County every year.

Lucht explained the current trans-load site, making references to the distributed diagram. He noted that this site had been used for loading lumber but was now loading sand. He used the handout to identify various aspects of the proposed project, explaining the use of the trans-load facility and how it would work. He said what has been proposed would enclose the loading facility, cut down on light pollution for night work, and cut down on possible silica dust (noting that this was actually steam as the sand arrived in a heated state). He said there were a number of alternative sites considered, some in the City, some outside, and ran into a lot of resistance from local landowners. Lucht said landowner's were mostly not interested in selling land and with one they tried to work with, the cost was so high it brought WSOR back to the current trans-load facility which was land WSOR already owned. He said the funding for the project was \$3M and was strictly privately funded. Ownership and management of the facility would be WSOR, which they would lease out. He said there would be six additional tracks, a self-contained site that can stage empty and full cars all contained within the

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site. He pointed out that currently cars are shuttled back and forth multiply times from the load site to the Island which is unsafe. This project would add capacity and improve service to the customers and improve safety. Any new businesses would also use the same six new tracks. Lucht said this was a private sector solution that can help the City, WSOR, and tourists.

On the environmental side, WSOR solicited input from the City. There will be tall evergreens to create a buffer between the highway and some businesses. Also, Lucht said a consultant group had been hired to help them. There is wetland within the ROW and WSOR had been ordered to work with the WDNR and the Army Corp of Engineers. On the legal side, under federal law, WSOR is preempted from some local and state regulations because this would be an interstate commerce issue. He noted there is an intermittent wetland of 1.85 acres impacted by this project. The wetland work would not push water onto other properties and he said a wetlands delineation map had been completed and submitted to WDNR. The project's benefit was to improve safety on the Island as well as augment job growth and increased capacity on the railroad. He said they were anticipating concurrence with WDOT. Lucht spoke of the process and the efforts to work with the City, the State, and the City's Plan Commission's and said that the City could not take action because it was federally preempted. He said that July 15<sup>th</sup> the City considered opposing this plan and any improvements to the Island but this resolution was defeated and Lucht interpreted this as good support for the project. He said the Commission's approval today was key and would help WSOR get started this or next month. He said he did have some correspondence with the WDNR to share if anyone wished to see it.

- *Motion to approve the WSOR Request for Written Approval from WRRTC Full Commission for Proposed Railroad Capacity Expansion and Community Improvement Project as recommended by the WRRTC Executive Committee at July 11th, 2014 meeting– Kuhnke/Haefs-Flemming, Passed Unanimously*

Riek asked if there would be any impact on Sauk County's rail. Lucht said it all depended on the customers: if the sand purchaser was in Pennsylvania, sand would be transferred thru Sauk County. Lucht answered additional questions by Riek about the increased train traffic in Sauk County, saying most of the traffic through Sauk was grain although sand also moves. Nilson asked about the Island where it was on the map. Lucht explained where the Island was located in relation to the project. Nilson then asked about camping locations in relation to the facility and about the switches and if they would be automatic or hand switched. Lucht said a crew reported there daily now and therefore assumed switches would be by hand. Ladewig asked Huntington and Brownlee if in 50 – 75 years WATCO left, what would happen to the building. Huntington said if any facilities were left, the WRRTC, WDOT, or a new operator could buy it. He said the key thing was that WRRTC and WDOT had the option of acquiring it and using it. He gave the example of the University getting coal by rail and to serve that need, another track had been made to provide service. After going out of service, WDOT acquired it and transferred it to a new operator. Ladewig asked if it became personal property of the railroad and therefore paid taxes. Huntington said it would not be local property taxes. Mace asked about the road exiting to Hwy 18 to the West, asking what it served. Lucht said that was for a private campground. Mace then asked about the unusual shape of the property displayed and asked why the State owned it. Huntington pointed out that the State bought property from the railroad. Tom Cornford said there had been a depot there at one time. Mace asked about other openings shown. Huntington said they were platted street crossings that were never made. Mace asked Lucht to identify the wetland on the map and how it was being mitigated. Lucht pointed out the area on the map and explained what WSOR would be doing to mitigate the impact. He said WSOR had bought wetland mitigation credits and would be used somewhere else. Rocky Rocksford said it was the old Milwaukee Road that in the old days had a lot of traffic and explained why the shape of the parcel was the way it was. Huntington said there was a pontoon bridge across the Mississippi River in the 1960's. Gary Ranum asked if this would take care of the City's concerns regarding rail car storage. Lucht said they had some customers on the north end of the Island and they would continue to serve them. With the new customer, there was greatly increased congestion that this project would address. Ranum also asked how the plan affected WSOR's access to the harbor. Lucht said that Gavalon was expanding on the Island and this project would improve service as this would free up the main line: getting cars off the main line could only improve service. Gray asked about the six tracks. Lucht said that was a staging area. Gray then asked if cars came from BN. John Miller asked about the landscaping proposals. Lucht pointed out where landscaping would go. Roger Larson asked if truck traffic had been addressed. Lucht said truck drivers had been told to go left, turn around and then turn left onto the highway. There were discussions about a turn lane but he said WDOT was not too interested in that. Mace asked if there had been discussion about widening the ROW to allow trucks to get up to speed. Lucht said WDOT had not responded to these concerns, saying the ADT was 3400 but with the detour was 15,000 ADT and there had been no issues so far. Jack Demby asked if this facility could move other materials. Lucht said yes, the facility was designed to be unbolted and moved to another location. The reason WSOR went with that was because it gave them future flexibility. Lucht said this building could also be used to move materials other than sand. Kim Tollers asked if frac sand mining expanded would this facility be exclusive to the one customer or would other operators be able to use it. Lucht said with proper agreements, new operators could do so, noting that the current customer had a 20 year use horizon. Payne asked about the timeline and the implications if the Army Corp required additional permits. Lucht said WSOR's legal counsel was working with the agencies that understood the timeline. He said the timing was not "there for us" and WSOR might have to start building the facility first before any wetland work could be done and they were looking for feedback from the Corp before doing so. There was more discussion on the project, particularly on the wetland mitigation.

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Ladewig asked if the lease would be to a third party. Lucht said there was an operating agreement that would lease the whole site to a new customer and confirmed that the operations were all WSOR's responsibility. Brownlee said that this was not out of the ordinary. Polyock asked how many cars were loaded daily. Lucht said it was all market dependent: it all depended on the unit trains. At this point there were only about 25 – 30 cars per day. Gray asked if there would be a switching engine. Lucht said there would be a Track Mobile. Huntington said WDOT had not yet approved this but were in the process of writing a letter of approval. He said they were sort of sidestepping the issue of pre-emption: WDOT was approving WSOR's efforts with the WDNR and the Army Corp.

### **16. Discussion and Possible Action on New Siding Construction Project at Darien, WI as recommended by the WRRTC Executive Committee at July 11<sup>th</sup>, 2014 meeting – Ken Lucht, WSOR**

Ken Lucht distributed a diagram of the site and explained the project's background, noting this was a capacity expansion project. He noted the Executive Committee had supported this project at the July meeting, explaining there was a bottle neck for customers and the project was an effort to increase efficiencies and improve safety. He said Bardwell had an 800' siding, and cars had to be moved up there but it was inefficient. Lucht gave the specs of the project, noting that this area had once had a siding and WSOR just wanted to put the track back in on the old road grade. WSOR was asking for a formal action on the part of the Full Commission to approve the project.

- *Motion to approve New Siding Construction Project at Darien, WI as recommended by the WRRTC Executive Committee at July 11<sup>th</sup>, 2014 meeting Thomas/Gray, Passed Unanimously*

Ladewig asked if cars would be stored on the siding but Lucht said no, only a few hours as cars were loaded.

### **17. Discussion and Possible Action regarding a Grant Agreement with WisDOT for the Fitchburg to Evansville Rail Line – Frank Huntington, WDOT, Eileen Brownlee, WRRTC Atty.**

Eileen Brownlee noted that the Oregon/Fitchburg acquisition was moving forward and said originally there had been a grant agreement initially that was executed in 1999, but now it was not compliant with the State of Maine Agreement. She said the language had been revised to agree with all the other agreements (operating, land use, etc.).

- *Motion to approve the Grant Agreement with WisDOT with the changes in the language = Nilson/Mace, Passed Unanimously*

Ladewig asked about the grant agreement from the municipalities. Brownlee gave history on the purchase of the line, noting that with the new payment (\$59K), the Commission would own the whole line. Sweeney pointed out there was a mile of the land owned by UP. Brownlee said that they were only buying the land owned by Oregon and Fitchburg.

### **18. Update on Oregon/Fitchburg to Evansville Rail Line Acquisition –Eileen Brownlee, WRRTC Atty.**

Eileen Brownlee said this process had been going quite slowly and noted there had been a lot of documentation. She said they were at the point where signature copies were circulating and hopefully they would be filing with the STB by the next meeting. She noted that WDOT had been working hard on the same sort of issues with the Reedsburg purchase.

### **19. Discussion and Possible Action on 2015 WRRTC Budget – Gene Gray, WRRTC Treasurer**

Gene Gray presented the budget. He noted that everyone got a draft budget for 2015 in their packet and said that the budget did reflect an increase over 2014 with all of it going back to rail (capital) projects. With Jefferson County joining the Commission and the combined county contributions (of \$28,000 per county) the revenue had met expenditures. He said that accounting and SWWRPC amounts had not changed and that permit amounts were unknown and based on past history.

- *Motion to approve adoption of 2015 WRRTC Budget – Gray/Ladewig, Passed Unanimously*

Sweeney advised Commissioners get this information to their County as soon as possible as the counties were doing their budgets.

### **20. Discussion and Possible Action on 2015 Staff Services Agreement with SWWRPC – Mary Penn, WRRTC Admin.**

Mary Penn explained that the contract was standard from last year and the contract amount had not increased.

- *Motion to approve 2015 Staff Services Agreement with SWWRPC – Mace/Scallon, Passed Unanimously*

Sweeney noted that he would be gone for the September meeting. Scallon said he might be gone as well.

### **21. Action Item. Adjournment**

*Motion to adjourn at 12:15 PM – Scallon/Rocksford, Passed Unanimously*