



Thursday, July 26, 2018– 8:30 am
864 Collins Road, Room 8&9, Jefferson, WI 53549

JEFFERSON COUNTY ECONOMIC DEVELOPMENT CONSORTIUM (JCEDC) BOARD AGENDA

Board Members

Chairman: John David – City of Watertown

Steve Wilke – City of Lake Mills, Matt Trebatoski – City of Fort Atkinson, Timothy Freitag – City of Jefferson, Mo Hansen – City of Waterloo, David Carlson – City of Whitewater, Andrew Wescott-Barten – Village of Cambridge, Kyle Ellefson - Village of Johnson Creek

- I. Call to Order – J David
- II. Roll Call (Establish a quorum)
- III. Certification of Compliance with Open Meeting Laws
- IV. Approval of July 26, 2018 Agenda
- V. Approval of Minutes – June 13, 2018
- VI. Public Comment - Members of the Public who wish to address the JCEDC on specific agenda items must register their request at this time.
- VII. JCEDC Reports – V Pratt
 - A. Approval of Finance Report – July 26, 2018
 - B. Discussion and Possible Action on 2019 Budget
- VIII. General Orders
 - A. Directors Report – V Pratt
 - Pipeline Update
 - Website Update: Sites & Buildings Database – M Roberts/ J Olver
 - B. Discussion and possible action on an application to the Jefferson County Revolving Loan Fund (RLF) – V Pratt
 - C. Wisconsin River Rail Transit Commission – A Tietz/M Hansen
- IX. New Business – Board Recognition – J David
- X. Upcoming Meetings/Seminars
 - JCEDC Board of Directors, August 23, 2018, 8:30 am
- XI. Adjournment

A quorum of any Jefferson County Committee, Board, Commission or other body, including the Jefferson County Board of Supervisors, may be present at this meeting.

Individuals requiring special accommodations for attendance at the meeting should contact the County Administrator 24 hours prior to the meeting at 920-674-7101 so appropriate arrangements can be made.



2017 / 2018 Capital Program

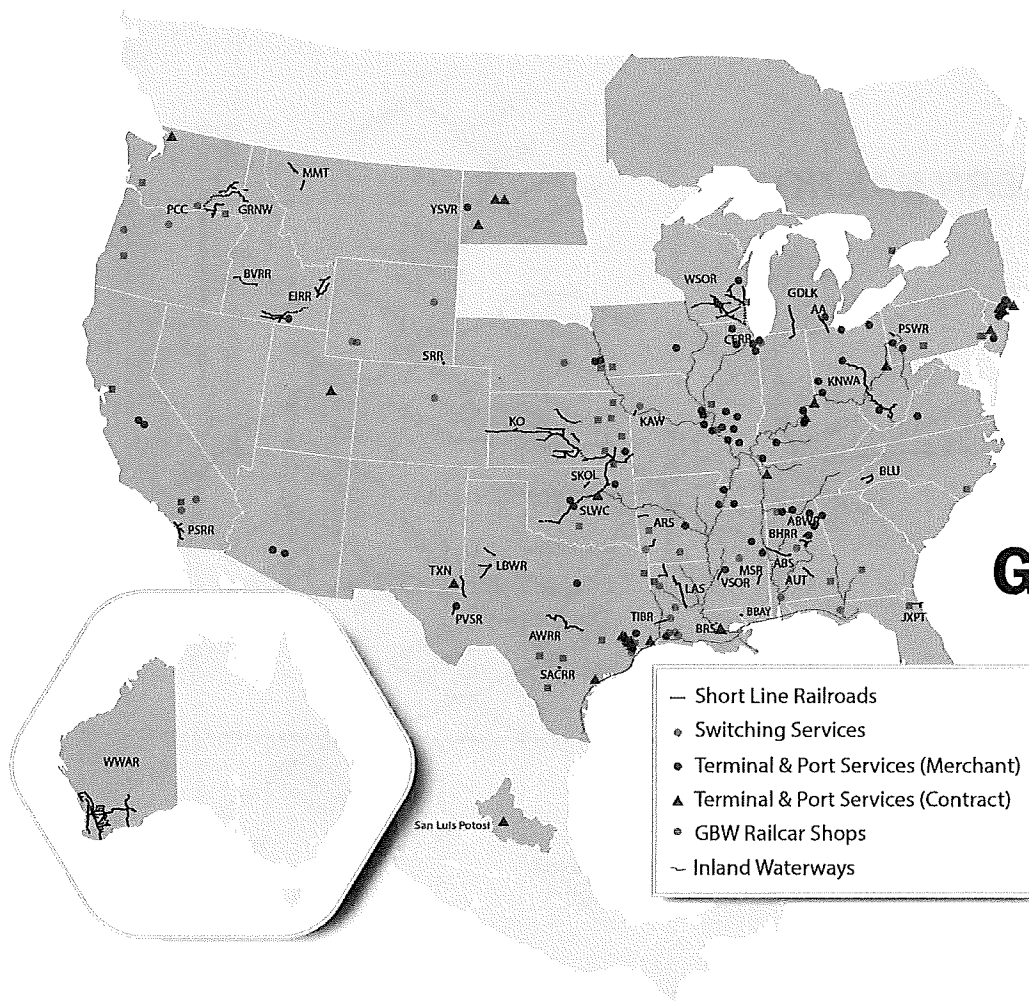
Wisconsin River Rail Transit Commission
July 6, 2018

Customer First – Safety Always!

Customer First Foundation Principles



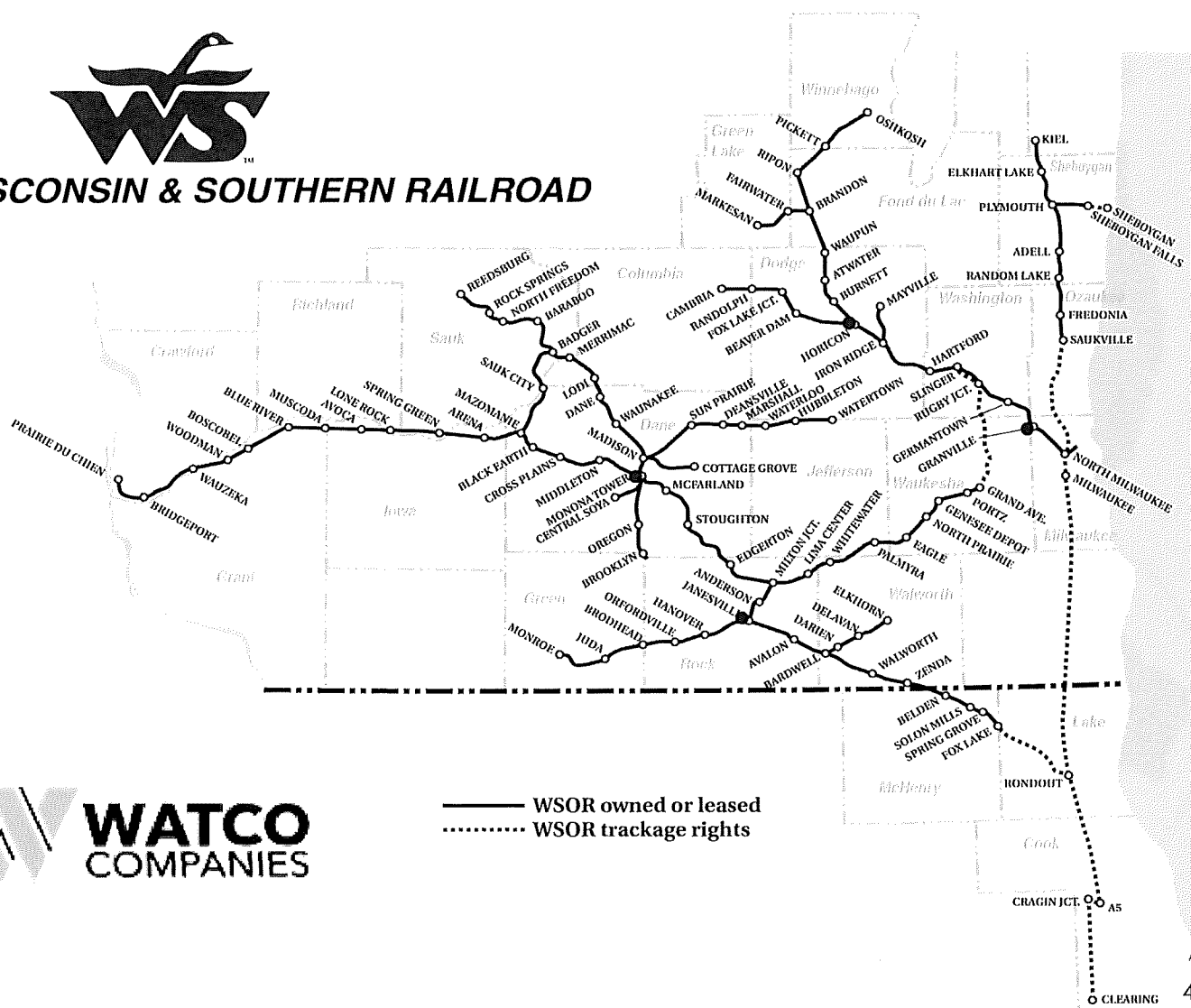
- **Value Our Customers**
 - Earn their business every day by providing Safe, Accurate, and Timely Service
 - Create solutions that deliver value for our Customers and Watco over the long term
- **Value Our People**
 - SAFE Service, ALWAYS
 - Be Honest and Fair
- **Safely Improve Every Day**
 - Always do the right thing and always try to find a better way
 - Build a tremendous future by making decisions that protect our Customer, Team, Community, and Environment



Global Network

- Short Line Railroads
- Switching Services
- Terminal & Port Services (Merchant)
- ▲ Terminal & Port Services (Contract)
- GBW Railcar Shops
- ~ Inland Waterways

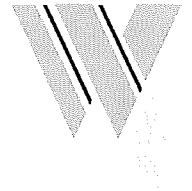
Customer First – Safety Always!



WATCO
COMPANIES

————— WSOR owned or leased
 WSOR trackage rights

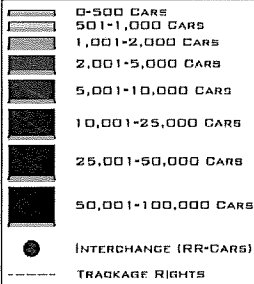
“A Public Private Partnership”



- WSOR Operates 600 miles of track in Wisconsin and Illinois
 - 21 counties
 - Three Rail Transit Commissions
- Land and Track owned and managed cooperatively by the State of Wisconsin and Rail Transit Commissions representing 19 counties
 - WSOR has a 50-year operating agreement
 - Service Requirements
 - Maintenance Standards, Insurance, Indemnification
- Capital Planning
 - Public Private Partnership to fund Capital Projects
 - WSOR acts as “Contractor” for Rail Transit Commissions and State of Wisconsin
- Performance Measures
 - Routine Track Inspections
 - Financial Reporting
 - MAPSS
 - Surface Transportation Board
 - U.S. DOT
 - Federal Railroad Administration

WSOR 2016 RAILCAR DENSITY

PRINTED: 3-25-17 • BLM, MADISON, WI



NOTE:

THIS MAP WAS DEVELOPED USING DATA THAT WAS READILY AVAILABLE WITHIN THE ALLOTTED TIME TO CREATE THE MAP. WITH THIS UNDERSTANDING, THIS MAP SHOULD ONLY BE USED AS A PLANNING TOOL, NOT AS A REFERENCE OR AS ANY TYPE OF RECORD.

THIS MAP CONTAINS PROPRIETARY INFORMATION. PLEASE CONSIDER THIS AND CONTROL THE DISTRIBUTION OF THIS MAP.

REEDSBURG SUB.

BROOKLYN TO OREGON = 352
OREGON TO DUN AVE. = 3,130
DUN AVE. TO MONONA TOWER = 3,374
MONONA TOWER TO MADISON = 24,812
MADISON TO WAUNAKEE = 7,162
WAUNAKEE TO DANE = 6,526
DANE TO BADDLER = 6,482
BADDLER TO BAKAROD = 6,332
BAKAROD TO ROCK SPRINGS = 4,180
ROCK SPRINGS TO REEDSBURG = 1,471

OSHKOSH SUB.

HORIZON TO BURNETT = 24,404
BURNETT TO WAUPUN = 20,280
WAUPUN TO BRANDON = 20,102
BRANDON TO RICH = 13,090
RICH TO PICKETT = 5,660
PICKETT TO OSHKOSH = 5,520

MARKESAN SUB.

SHANDON TO UTILITY = 6,988
UTILITY TO MARKESAN = 1,152

CAMBRIA SUB.

HORIZON TO BLAVEN DAM = 7,020
BLAVEN DAM TO FOX LAKE JCT. = 8,884
FOX LAKE JCT. TO CAMBRIA = 6,186

WATERTOWN SUB.

WATERTOWN TO WATERLOO = 1,830
WATERLOO TO MARSHALL = 578
MARSHALL TO DEANSVILLE = 700
DEANSVILLE TO SUN PRAIRIE = 1,310
SUN PRAIRIE TO BURKE = 1,732
BURKE TO JCT. A = 9,690

BADGER SPUR

BADGER TO GATE #4 = 160

SAUK SPUR

MAZMANE TO WI RIVER = 704

VITA SPUR

DUN AVE. TO VITA = 238

MADISON SUB.

JANESVILLE TO ANDERSON = 51,478
ANDERSON TO MILTON = 34,264
MILTON TO EGGERTON = 20,588
EGGERTON TO BLOUNTTON = 19,944
BLOUNTTON TO MOFARLAND = 19,428
MOFARLAND TO MAIN ST. = 19,756

MONROE SUB.

JANESVILLE TO UPPERSVILLE = 10,490
UPPERSVILLE TO BROCKHEAD = 8,342
BROCKHEAD TO MONROE = 6,434

PLYMOUTH SUB.

MILWAUKEE TO MILL RD. = 22,106
N. SAUKVILLE TO RANDOLPH LAKE = 966
RANDOLPH LAKE TO ADELL = 820
ADELL TO WALDO = 724
WALDO TO PLYMOUTH = 724
PLYMOUTH TO ELKHART LAKE = 286

SHEB. FALLS SUB.

SHEB. FALLS TO KOHLER = 0
PLYMOUTH TO SHEB. FALLS = 220

MILWAUKEE SUB.

GRAND AVE. TO MILWAUKEE = 21,140
MILWAUKEE TO GRANVILLE = 20,436
GRANVILLE TO GERMANTOWN = 27,496
GERMANTOWN TO BLUNDER = 32,522
BLUNDER TO HARTFORD = 27,188
HARTFORD TO IRON RIDGE = 41,652
IRON RIDGE TO HORIZON = 42,066

MAYVILLE SPUR

IRON RIDGE TO WHITE LANE = 762
WHITE LANE TO MAYVILLE = 742

COTTAGE GROVE SUB.

COTTAGE GROVE TO JCT. A = 2,814
JCT. A TO MADISON = 11,904

WAUKESHA SUB.

WAUKESHA TO WILLIAMS = 27,954
WILLIAMS TO PALMYRA = 28,172
PALMYRA TO WHITEWATER = 25,638
WHITEWATER TO MILTON = 19,768

ELKHORN SUB.

ELKHORN TO DELAVAN = 130
DELAVAN TO DANFEN = 172
DANFEN TO BARDWELL = 5,376

FOX LAKE SUB.

FOX LAKE TO SPRING GROVE = 62,374
SPRING GROVE TO ZENDA = 64,194
ZENDA TO WALKWORTH = 69,828
WALKWORTH TO BARDWELL = 73,070
BARDWELL TO AVALON = 76,176
AVALON TO JANESVILLE = 78,104

ADDITIONAL INFORMATION:

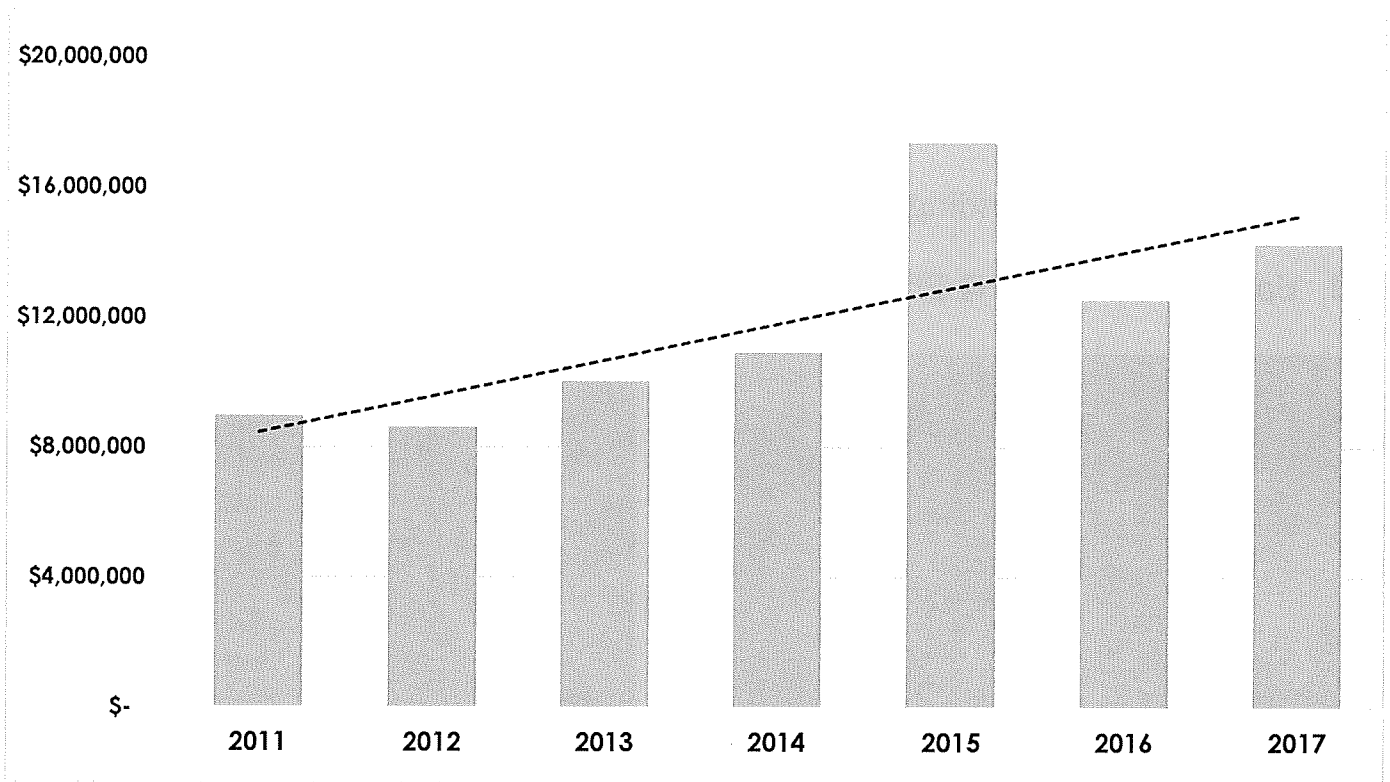
WSOR LOCAL SWITCHES - 14,910 RAILCARS
PRAIRIE DU CHIEN MISSISSIPPI RIVER PORT ACTIVITY - 1,872 RAILCARS



Customer First – Safety Always!



Capital & Maintenance Expenditures (Track and Structures)



Customer First – Safety Always!

Freight Railroad Preservation Program (FRPP)



- WisDOT Program
- Publicly-Owned Railroad Infrastructure
- 80/20 Program
- RTC / Operator Funding
- Upgrades to 286K @ 25 MPH

WRRTC Funded Projects

Capital Tie Replacements

- Fox Lake Subdivision
- Madison Subdivision

Capital Rail Replacements

- Fox Lake Subdivision
- Madison Subdivision



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CWR Installation



Customer First – Safety Always!

FRPP Bridge Projects



Before



After

Customer First – Safety Always!

MAPPS Performance Standards



■ TRACK

- ✓ Today, 75.2% of state-supported track is Class II or Higher.
- ✓ 2.3% improvement over 2016.
- ✓ Improvement due to projects on the Watertown Sub and conversion of six miles of Sauk Spur to trail.

■ BRIDGES

- ✓ Today, 76.8% of state-supported railroad structures are capable of 286,000 pounds @ 25 MPH loading.
- ✓ 1.9% improvement over 2016.
- ✓ Improvement due to bridge rehab projects on the Prairie, Madison, Reedsburg and Cottage Grove Subdivisions.

Public Private Partnership

“Improving Efficiency over 38 years”



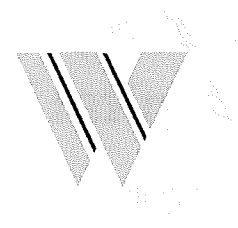
WisDOT plays an important role in managing and providing financial assistance to the publicly-owned railroad system. Together, WisDOT, Watco and our Rail Transit Commissions work tirelessly to preserve and enhance our railroad network, making it a safer and more efficient mode of transportation to ALL users across the state.



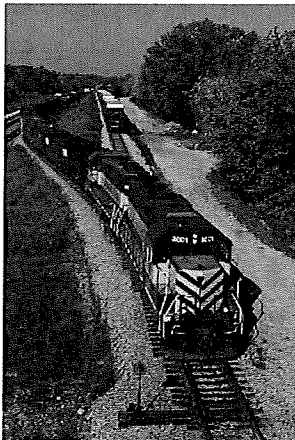
- ✓ *Past WRRTC Rehab Projects* – Since Late 1990’s now managed by WSOR due to availability of equipment, personnel, specialized knowledge and scheduling with active operations.
- ✓ *Rehab Project Scopes* – Phased approach to stretch public dollars and address public safety.
- ✓ *2006 Bridge Repair Plan* – Timber repairs gain 25 years, Concrete repairs gain 100 years. Extending useful life of structures in a smart and efficient way, including fiscal responsibility.
- ✓ *2011 Workforce Refocus* – Ramped up contractor forces for major rehabilitation projects. Productivity Increased & Human Factor Incidents Decreased. Makes for a Safer Railroad.
- ✓ *WSOR Estimating and Bidding* – Public (highway or trail) crossing projects at no cost to projects (WisDOT and OCR Ordered projects).
- ✓ *Competitive bidding* – Requests for Bids at right time, for best price, using volume discounts.
- ✓ *WSOR CapEx* – Continues to grow year after year, 65% increase from 2012!!
- ✓ *Marketing* – WSOR markets our service, our infrastructure and our Communities.
- ✓ *Community Partnerships* – Crossing Renewal, Shared Uses, Public Trails, Land Sales.

Customer First – Safety Always!

Freight Rail: An Economic Driver



UW-Extension Survey



**ECONOMIC
CONTRIBUTIONS
OF THE RAILROAD
INDUSTRY TO
WISCONSIN:**

**A FOCUS ON THE
PUBLICLY-OWNED
RAILROAD SYSTEM
IN SOUTHERN
WISCONSIN**

JANUARY 2018

2016 Customer Survey

Great Lakes Components, Elkhorn, WI - Great Lakes provides haulage capacity along the rail line and is leading a study to measure whether the rail line should be extended and construction industries in Southern Wisconsin.

Lydon Ready Mix, Oregon, WI - Built a \$1.5 million state-of-the-art concrete ready-mix plant to serve growing commercial and residential and private development. The plant has 240,000 sq. ft. of storage and 100,000 sq. ft. of processing space.

Rema Manufacturing Company, Sheboygan Falls, WI - Built a \$2.5 million addition to its existing facility in Sheboygan Falls, WI to produce a new line of products to be sold to large retail chains across the globe.

Landmark Cooperative, Cottage Grove, WI - New grain handling system ensuring they have quality of the facility and increasing grain handling throughput by 20%. \$2.5M private sector investment.

Landmark Cooperative, Whitewater, WI - New grain handling system and rail unloading system installed, increasing throughput by 15%. \$100K private sector investment.

Riverside Ag, Muskego, WI - Investment and equipment of grain and fertilizer handling equipment, and rail infrastructure has enabled handling capacity at this location. \$100,000 total grant for 2,500-ton fertilizer grain storage and handling equipment.

Patton Sand Company, Prairie du Chien, WI - Constructed a new grain handling facility for customer Agribusinesses operating from WI and loading to the eastward, south to Texas and west into the Dakota's. Project is valued investment of over \$1M and brought 10 new positions on site.

Universal Forest Products, Janesville, WI - A \$1.4 million investment in a new sawmill facility in Janesville, WI and a new sawmill facility in Janesville, WI and a new sawmill facility in Janesville, WI.

THE SCORE

700 New Jobs Already Created	\$164M New Private Investments
300 More Jobs Expected	\$71M Private Investments Proposed

TESTIMONIALS

Bill Johnson - General Manager
Great Lakes

"We're looking for a partner to help us with the rail line and we're looking for a partner to help us with the rail line and we're looking for a partner to help us with the rail line."

Mike Myers - General Manager
Universal Forest Products

"The product we ship is very perishable and we need to get it to market as fast as possible. The rail line is a key part of our business."

Kyle Patton - President
Patton Sand Company

"We are excited for the opportunity to partner with WDOT to build a new rail line and we're looking for a partner to help us with the rail line and we're looking for a partner to help us with the rail line."

2017 Sauk County Survey

Sauk County Rail Economic Impact Report

Developed in July 2017 by Jennifer Erickson, UW-Extension Sauk County and Dr. Steve Delser, UW-Extension and UW-Madison

Introduction

Sauk County University of Wisconsin-Extension (UWEX) has collaborated with the Pink Lady Rail Transit Commission (PLRTC) to conduct periodic surveys of the rail users on the Merrimac to Reedburg line (22 miles) since 1968. The purpose of this effort is to track rail usage and assess the economic impact of the rail line to Sauk County's economy.

Over the years, this partnership has produced significant impacts. Previous reports have helped prevent the Chicago & North Western Railway's rail abandonment in the 1990s. This work also influenced the State of Wisconsin's decision to purchase the Madison to Reedburg rail line in 2014.

In 2015 the Pink Lady Rail Transit Commission requested that UWEX conduct a five-year follow up to their 2010 study.

Methodology

Wisconsin Southern Railroad (WSOR), a subsidiary of WATCO Companies, serves as the operator for the line, and they identified the following rail users along the Merrimac to Reedburg line:

- Flambeau, Inc.
- Hanks Terminals which handles rail service for AMM Casting
- Harp Lumber, Inc.
- LSC Communications
- Lester Log & Lumber, Reedburg/Madison Harbors Corporation
- Mid-Century Railway Museum
- Minnesota Materials
- Pioneer Plastics Corporation
- Seneca Foods Corporation
- T&E Plastics, Inc.
- United Cooperative (Reedburg and Rock Springs)

UWEX developed an online survey and distributed it to the rail users on the Merrimac to Reedburg line. The survey asked a series of questions related to their rail usage in 2015. Seneca Foods Corporation was the only rail user that did not complete at least a portion of the survey.

35,000 Jobs & Growing

1,000 New Jobs

10% Growth in Jobs

\$6 Billion in Annual Sales

\$235M in Private Investments

\$24M Growth in Labor Income

\$300M in State/Local Revenues

26% ↑ in State/Local Revenues

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2015 / 2016 Capital Program



WRRTC Illinois Bridges

Fox Lake	A-426	FOX LAKE	49.8	82		Fox Lake
Fox Lake	→ A-428	FOX LAKE	50	202		Fox Lake
Fox Lake	A-430	FOX LAKE	51.6	200		Nippersink Creek
Fox Lake	A-440	SOLON MILLS	55.05	120		Nippersink Creek
Fox Lake	A-442	SOLON MILLS	57.08	80		N Br Nippersink Creek
Fox Lake	→ A-444	SOLON MILLS	57.37	45		US Hwy12 (under)
Fox Lake	→ A-446	SOLON MILLS	57.41	57		CNW Ped Trail (under)
Fox Lake	A-448	BELDIN	58.35	95		Ditch
Fox Lake	A-450	BELDIN	58.99	14		Nippersink Creek
Fox Lake	A-452	STATE LINE	63.81	83		N Br Nippersink Creek
Fox Lake	A-454	STATE LINE	63.91	30		State Line Rd (under)

→ Priority 2 Replacements: A-428, A-444, A-446

Completed: 2016

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2017 / 2018 Capital Plan WRRTC Bridges



- | | |
|--|-------------------------|
| <ul style="list-style-type: none">• C-570 Watertown Subdivision at Waterloo Malt Plant<ul style="list-style-type: none">– Replace Abutments, Piles, Cap and Bracing– Spans 1-6, Ballast Deck, Walkway | Cost \$1,112,441 |
| <ul style="list-style-type: none">• C-608 Watertown Subdivision West of I-90/94, Madison<ul style="list-style-type: none">– Remove and dispose of existing bridge– Precast Box Culverts, Walls & Tie Rods, Track/ties | Cost \$768,119 |
| <ul style="list-style-type: none">• C-610 Watertown Subdivision Sycamore Avenue Madison<ul style="list-style-type: none">– Remove and dispose of existing bridge– Precast Box Culverts, Walls & Tie Rods, Track/ties | Cost \$514,036 |
| <ul style="list-style-type: none">• B-316 Prairie Subdivision Wauzeka<ul style="list-style-type: none">– Remove and dispose of existing bridge– Precast Box Culverts, Walls & Tie Rods, Track/ties | Cost \$5,317,675 |



Proposed Funding Strategy

- Owner & Operator Breakdown
 - WisDOT = \$6,169,816 (80%)
 - WRRTC = \$ 295,338 (3.8%)
 - WSOR = \$1,247,116 (16.2%)
 - TOTAL** = \$7,712,271
- WRRTC Commitment = \$295,338
 - \$252,800 – 2017
 - \$42,538 – 2018



Consideration / Action:
Approve 2017 / 2018 Funding Plan.
Authorize appropriation of \$295,338.

Thank you!

Public Private Partnership

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