

AGENDA

Chippewa-St. Croix Passenger Rail Commission
Wednesday, August 17, 2022, at 1:30 p.m.

Dunn County Board Room
Room 54 of the
Dunn County Government Center,
3001 US Highway 12 East in Menomonie, Wisconsin

1. Call to Order and confirmation of meeting notice
2. Introductions
3. Public Comment
4. Review/Approval of Meeting Minutes (page 2)– **Discussion/Action**
 - July 13, 2022
5. Bylaws Update/Amendment (postponed from July 13) - **Discussion/Action**
6. History of the Chippewa-St. Croix Passenger Rail Commission (page 4)–**Discussion**
 - Brief background by Scott Rogers, West Central Wis Rail Coalition
7. Introduction/remarks: New and ex-officio members, guests attending for the first time (page 17)
 - Lindsey Douglas, Union Pacific
 - Lisa Stern, Wisconsin DOT
 - Arun Rao, Amtrak
 - Trista Matascastillo, Ramsey County
 - Others
8. Corridor Identification Plan resolution update; Expressions of Interest - **Information/Discussion/Action**
 - Appointment of subcommittee
9. Resolution for cost share and proceeding with AIPRO Market Sounding - (page 18) **Discussion/Action**
 - (Ray Chambers, Mason Baxter AIPRO available for questions)
10. Agenda items for future meetings - **Discussion**
11. Set regular future Meeting dates – **Discussion/Action**
12. Adjourn

Prepared by: Samantha Kraegenbrink – Assistant to the County Administrator

Please note: Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through sign language, interpreters or other auxiliary aids. For additional information or to request the service, contact the County ADA Coordinator at 839-6945 (FAX) 839-1669 or (TDD) 839-4735 or by writing to the ADA Coordinator, Human Resources Department, Eau Claire County Courthouse, 721 Oxford Ave., Eau Claire, Wisconsin 54703.

MINUTES

Chippewa-St. Croix Passenger Rail Commission
Wednesday, July 13, 2022, at 1:37 p.m.

Dunn County Board Room
Room 54 of the
Dunn County Government Center,
3001 US Highway 12 East in Menomonie, Wisconsin

Members present: Gary Stene, Jim Dunning, Gretchen Yonko, Tiffany Weiss, Taylor Greenwell, Dave Osstnes, St Croix County

Ex-Officio members present: Jacob Wrasse, UWEC; Eric Anderson, WCWRPC; Adam Wahling, CVTC Dean; Scott Rogers, Ann Schell, Jacob Wrasse

Others: Sharon McIlquham, Ray Chambers, Mason Baxter, Taylor Greenwell, Ethan Osten, Kathryn Schauf

Not certain where these folks belong:

Erik Guenard, UW-Stout

Call to Order and confirmation of meeting notice

Introductions

Public Comment

Review/Approval of Meeting Minutes from May 25, 2022

Motion by Stein, second by Yonko. Motion carried.

History of the Chippewa-St.Croix Passenger Rail Commission - Discussion

- Resolution
- Membership
- Brief background by Scott Rogers

Bylaws Update - Discussion/Action

Motion by Yonko, second by Stene to approve by-laws as amended. Motion failed – not 2/3 present. Motion by Stene, second by Yonko to move to the next regular Rail Commission meeting. Motion carried.

Corridor Identification Plan resolution - Information/Discussion/Action

Motion by Yonko, second by Stene to approve the resolution conducting activities to submit an Expression of Interest to the Federal Rail Administration through an Ad hoc FRA Corridor

Prepared by: Samantha Kraegenbrink – Assistant to the County Administrator

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MINUTES

Chippewa-St. Croix Passenger Rail Commission

Wednesday, July 13, 2022, at 1:37 p.m.

Identification Committee. Motion carried.

Agenda items for future meetings - Discussion

Approval of the by-laws.

Updates and report from jurisdictions

Resolution of Rail Corridor Plan

Meeting plan for the Rail Commission.

Future Meeting dates – Discussion/Action

August 17, 2022; at 1:30 p.m.

Adjourn

Prepared by: Samantha Kraegenbrink – Assistant to the County Administrator

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RBC TRANSPORTATION SOLUTIONS-LLC

To: Scott Rogers – Chippewa-St. Croix Rail Commission
From: Ray Chambers – RBC Principal
Date: August 8, 2022

Subject: **COMMISSION INTELLIGENCE REPORT #1 -- APTA Conference – Guidance on FRA Rail Capital Projects – Short Deadlines!**

The Federal Railroad Administration must produce rules for issuing grants under the new Bipartisan Infrastructure Law (BIL). This will be important to the future plans of the Commission as the new Rule will govern the distribution of the funds for which they will be applying.

Overall FRA has \$65 billion in pre-appropriated funds to distribute for intercity passenger projects over the next five years, plus several billion more in additional rail eligible programs. For the last half century almost all the intercity passenger rail funding was controlled by Amtrak. Today, under the BIL there are about \$14 billion in new competitive funds for intercity passenger rail projects for which the Commission as well as States and other local authorities are eligible. The Federal Railroad Administration is crafting new program guidelines for spending this money and on June 28 put out a request for “Guidance on Development and Implementation of Railroad Capital Projects.” This is providing stakeholders an opportunity for input. FRA is looking for guidance to assist project sponsors to develop effective capital projects and claims it is looking for final guidance “to enhance the management of capital projects to meet budgets and schedules.” The goal should be a new modern and streamlined grant program. The deadline for comments is August 12.

The American Public Transportation Association (APTA) hopes to get a consensus from its public and private members on program recommendations that it will file with the FRA. Mason Baxter and I participated in a two-day APTA seminar to brainstorm on these issues. The seminar was held through Zoom calls on Monday, August 1 and Tuesday, August 2.¹ The

¹ **FIRST DISCUSSION:** Monday, August 1

Join Zoom Meeting

<https://us02web.zoom.us/j/85973495381>

SECOND DISCUSSION: Tuesday, August 2, 12:00 ET

Intercity Passenger Rail Committee hosted the sessions. The discussions were led by APTA VP Art Guzzetti. This was followed up by a meeting of the APTA Steering Committee (I am on the Steering Committee) on Friday, August 5 with FRA Senior Advisor David Valenstein who is managing this the CID Rulemaking. The APTA goal is consensus input into the FRA Rule governing this new wave of passenger rail spending.

There was lively conversation and about 50 people on each call from public authorities and private providers. This is something new. For the past 50 years the intercity passenger funds have been channeled through Amtrak. It has not worked well. The intercity passenger network is about the same as it was a half century ago. The Bipartisan Infrastructure Law (BIL) has created an entirely new program. For the first time States/Commissions can take the lead in intercity projects and partner with private operations contractors and others to form efficient and creative teams to provide expanded intercity passenger corridor service. This is a game changer. I was regularly active in the APTA discussion on behalf of my clients and kept pressing for an APTA position that FRA promote private partnering with state and local authorities as a principal thrust of the program. There seemed to be a growing consensus that enhanced private partnering with States and public authorities is the future of passenger rail.

Following are highlights from the discussions:

Simplicity. Chad Edison, Deputy Secretary of Transportation for California was active in the first session. He stressed this is an opportunity for a new program. FRA should create a state-of-the-art grant making process that is not too complex. He specifically recommended it **not** be modeled after the intensive requirements of FTA grant programs. This generated significant conversation—with a consensus the FTA model is generally too prescriptive. On the second day, Guzzetti stressed an APTA recommendation for clear practices and procedures. The Rule should build in streamlining and speed. There was extensive discussion on how “best practice NEPA requirements” can be identified and integrated into an efficient system that will shrink the time frame.

Multijurisdictional complexity. Unlike urban commuter projects, Intercity Passenger Rail Projects are likely to run through many jurisdictions. Defining how the jurisdictions play under the lead of a State/Commission sponsor, without burdening the project, will be critical. It will require its own model. FRA Guidance should create a simple framework for this Multijurisdictional Coordination. This will be an important consideration for the Chippewa-St. Croix Commission. Multiple jurisdictions will be involved in the project. This should probably be a focus in the St. Croix-Chippewa Market Sounding.

Join Zoom Meeting

<https://us02web.zoom.us/j/81580737793>

Multijurisdictions and technical and administrative capacity of the States/Authorities. Several states, such as California, Washington, Connecticut, and Virginia, have excellent technical and administrative capability. Many others do not. However, the Chippewa Commission as well as numerous rail commissions and jurisdictions across the country are now looking to launch intercity passenger rail operations and apply for grants. *I proposed that an early priority should be a grant to build the administrative rail capacity of the Chippewa -St. Croix Commission to fully implement the project ahead.*

Major Projects and Minor Projects. The current FRA guidance suggests a “Major Project and Minor Project Rule.” FRA proposes Major should be those with a cost of \$300 million and at least \$100 million in federal assistance. This engendered a great deal of discussion. There was a concern that major projects would get entangled in too much red tape. It was noted that FHWA and FTA major projects come in at \$500 million. There was agreement on two points. First there should be a single DOT standard and major projects should be set at \$500 million. Second, we should carefully watch the Rule to assure it does not become overly prescriptive and burdensome.

Project Sponsors. Up to this point Amtrak has been the partner with the State in all but one intercity service. I suggested the APTA guidance should make clear the States/Commissions -- who must subsidize the service— be the lead partner on all Corridors under 750 miles. The FRA Rule should assure a level playing field for States/authorities to choose between Amtrak or alternative partners. These partners will be a critical part of the project sponsorship. I suggested this should be a primary APTA recommendation.

Financing – Grants and Credits. While the intercity grants under discussion are administered by FRA, there is an additional \$100 billion in soft repayable finance administered by the Secretary’s Build America Bureau (BAB). I suggested the innovative finance should be an integral part of the overall CID program. I believe soft loans for commercial development around stations that generate a stream of revenue as well as ridership for the rail operation could be an important aspect in many projects. (TOD should be explored the Chippewa-St. Croix Market Sounding.)

We appeared to agree that not only should BAB be integrated into the FRA Corridor Identification and Development (CID) Program. For example, 1) FRA grants could be used for credit risk premiums on the RRIF program; 2) the BAB funds should not be treated as the federal share—but as part of the State/Local match since it must be repaid. 3) Both transportation-oriented development and the BAB program should be an integral part of Project Planning and Development and where feasible be an overall part of the corridor development program.

Six stages of the project life cycle model. This proposal by FRA for life cycle modeling generated discussion and no consensus. There was a fear that this could result in an over regulatory hoops that would vastly delay projects. That is to be avoided at all costs. On the other hand, basic

modelling will be important through some sort of the consensual life cycle modeling. The open question is how to do it?

Maintenance built into life cycle analysis. There seemed to be consensus that maintenance should be built into the analysis. As one participant said, “once you build it, and get it operating, you need to be pretty sure it will stay in the state of good repair.” This should be a subject of the Commission Market Sounding.

The APTA Submission. We have APTA staff for a draft submission no later than Tuesday, August 9. APTA Intercity Passenger Rail Steering Committee will then meet again to discuss it. I will do a follow-up report on the draft on the proposed draft and submit it to the Commission.



Chippewa-St. Croix Rail Commission

- Counties: St. Croix, Dunn, Eau Claire
- Municipalities: Altoona, Eau Claire, Menomonie, Baldwin, New Richmond, Hudson

The Chippewa-St Croix Rail Commission is a multi-jurisdiction commission created to advance the interests of passenger rail in an Eau Claire-Twin Cities regional corridor and a Chicago-Milwaukee-Eau Claire-Twin Cities intercity corridor.

At its July meeting, the Commission adopted a resolution to submit the Eau Claire-Twin Cities and Chicago-Milwaukee-Eau Claire-Twin Cities corridors as Expressions of Interest in the Federal Railroad Administration's (FRA) Corridor Identification and Development Program (CID). The CID is the first step in the process of identifying corridors for consideration by FRA as it creates a pipeline of routes eligible for federal funding under the Bipartisan Infrastructure Law (BIL).

See the FRA's notice in the Federal Register on May 13, 2022. The Commission is an eligible entity.

VI. Expressions of Interest

FRA encourages eligible entities interested in submitting a corridor proposal under the Corridor ID Program to submit a comment in docket number FRA-2022-0031 available at <https://www.regulations.gov>. Search by using the docket number and follow the instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number for this Notice, and should be limited to the following information: Name and contact information, a description of the entity submitting the expression of interest, and the endpoints of the corridor.

The FRA's notice identifies 14 criteria for corridor selection for the pipeline, and states that FRA will provide additional guidance in the fourth quarter of this year regarding how to participate.

This resolution takes the next step for the Eau Claire-Twin Cities Expression of Interest. The Association for Innovative Passenger Rail Operations (AIPRO) has accepted the Commission's invitation to collaborate on pursuing the next steps in determining the feasibility of the corridor and creation of a Service Development Plan. It proposes to conduct a Market Sounding event hosted by the Commission with stakeholders and potential operators to explore key issues and develop information needed for a future proposal to FRA. RBC Transportation Solutions LLC (RBC) proposes to represent the Commission in convening and administering the Market Sounding, through the arrangement of a proposal to FRA, for a consulting fee of \$12,000.

This resolution also requests Commission members contribute \$3,000 each to fund the Market Sounding event and anticipated other expenses in conducting the Commission's work.

The Commission also anticipates additional activities related to implementation of passenger rail service to the corridor, including working with host railroad Union Pacific, Amtrak's Network Expansion activities that may include the Chicago-Milwaukee-Eau Claire-Twin Cities service, Wisconsin DOT, Minnesota DOT, Washington and Ramsey Counties in Minnesota, and the anticipated update of the Wisconsin State Rail Plan.

It is further anticipated that the Commission will undertake other priorities identified in its enabling resolutions, including cooperative efforts to identify and prepare stations sites, as well as economic development opportunities related to passenger rail.

RBC TRANSPORTATION SOLUTIONS -LLC
7203 **Park Terrace Drive Alexandria, Virginia 22037**
202 257 4099 raybchambers@gmail.com

To: Scott Rogers
From: Ray Chambers
Date: August 8, 2022

Subject: Proposal for Representation of the Chippewa-St. Croix Passenger Rail Commission

RBC proposes to represent the Chippewa- Saint Croix passenger rail Commission for the purpose of developing and implementing a new intercity passenger route.

Scope of Representation-Market Sounding. RBC will manage a Market Sounding to craft a passenger rail project for presentation to the FRA Corridor Identification and Development Program and prepare for the FRA Funding Pipeline. This will begin with an Expression of Interest as called for in the FRA regulations. RBC will then administer the Market Sounding including establishing the venue, developing a detailed agenda, issuing invitations, securing confidentiality statements, and publishing and distributing the results to the appropriate parties. This engagement will terminate when a GO-NO GO decision is reached. If the decision is GO, RBC will arrange a presentation to the Federal Railroad Administration to set the terms of future engagement with the Corridor Identification and Development Program.

Scope of Representation – General. RBC will generally represent the Commission and bring to its attention matters of federal policy that are relevant. (As an example of this service we will send the Commission a Memorandum on the recent FRA request for stakeholder Guidance on the Development and Implementation of all rail intercity passenger capital programs).

The RBC Team. Ray Chambers will lead the representation. Mason Baxter will be Executive Secretary to the Market Sounding and administrator of the other services. John Brennan will serve as Attorney and expert on regulatory procedures. Charles Hogue will be advisor on labor relations which is a critical part of the process. (Brief Resumes are attached)

Fee for Service. Normally RBC will not take on client for a fee of less than \$5,000 per month plus direct expenses. However, this is a special circumstance with unique opportunity. We propose a flat fee of \$12,000 which will run from September 1 through the Market Sounding completion and presentation to the FRA in Washington, D.C. We are well aware of the startup complications of the Commission regarding funding and therefore have made a “skinny” financial proposal. We would like a “handshake agreement” that if the decision is GO, the Commission will consider continuing to retain RBC for the ongoing implementation.

Brief Bios

Ray B. Chambers is the founder of RBC Transportation Solutions-LLC which began as RBC & Associates in 1974. Prior he served as Director of Congressional Relations for the US Department of Transportation. He was the creator of the RRIF railroad loan concept which was enacted into law and now has a \$35 billion in innovative finance for rail projects. Ray was the President of the National Railroad Construction and Maintenance Association (NRC) for 12 years and was inducted into the NRC Hall of Fame. He is currently President of the Association for Innovative Passenger Rail Operations (AIPRO) and owner of RBC Transportation Solutions.

Mason Baxter is Director of Membership and Legislative Activities at Association of Innovative Passenger Rail Operations. Received a Bachelor of Science Degree from the University of Oklahoma in Aviation Management. Mason is also a member of the Support Ukraine Rail Task Force working with Rail Industry leaders to provide technical assistance to the railroads of Ukraine during the ongoing conflict.

Charles Hogue is retired National Legislative Director of the Brotherhood of Maintenance of Way/Teamsters. He is currently an RBC consultant on the labor aspects of passenger rail startups.

John Brennan has served as Staff Director/Counsel to the Railroad Subcommittee of the US House of Representatives, Union Pacific Senior Commerce Counsel and Chief Counsel of the Federal Transit Administration. He is now a practicing attorney and works with RBC on developing passenger projects.



ASSOCIATION FOR INNOVATIVE PASSENGER RAIL OPERATIONS

The Future of Passenger Rail

Ray B. Chambers, President

2703 Park Terrace Drive

Alexandria, Virginia 22307

202 257 4099 ray.chambers@aiprorail.org

To: Scott Rogers & the Chippewa-St. Croix Rail Commission
Cc: Gerald Francis, Mason Baxter, Gregg Baxter

From: Ray Chambers

Date: August 8, 2022

Subject: AIPRO Accepts the Commission Invitation to Partner in Rail Corridor Development

As we have discussed, the Federal Railroad Administration (FRA) has established the Corridor Identification and Development (CID) Program which will manage the expansion of all intercity passenger rail corridors under 750 miles. There is considerable funding available for this program over the next five years. The Chippewa-St. Croix Passenger Rail Commission is a clearly eligible entity. This finance will be distributed by the Federal Railroad Administration under terms of a new FRA Rule now being finalized. ¹ The FRA currently has a request on the street seeking Guidance on Development and Implementation of Railroad Capital Projects funded in whole or part by the FRA. Comments are due August 13 and a final rule could come in the late fall.

This is to respond to the Resolution passed by Chippewa-St. Croix Passenger Rail Commission inviting potential collaborators, including the Association for Innovative Passenger Rail Operations (AIPRO), to partner in submitting an expression of interest (EOI) and advancing Service Development Plans needed to qualify for funding under the new FRA Pipeline. The

¹ **Intercity Passenger Funding**- There is \$65 billion in grant money pre-appropriated for intercity passenger rail plus grants plus additional funds through other programs such as CRISI and grade crossing enhancement. Within e this pot there is a competitive kitty of about \$14 billion from which the Chippewa Commission is eligible to apply. A new FRA Rule for distribution of these funds is expected in the late fall, 2022. Further, the Secretary of DOT controls about \$100 billion in soft loan financing administered through the Build America Bureau (BAB). This money can be used for transportation-oriented commercial development around station and be combined with grants under the CID program. .

Resolution proposes analyzing both an Eau Claire-Twin Cities regional corridor and a Chicago-Milwaukee-Eau Claire-Twin Cities intercity corridor.

AIPRO is pleased to accept the Commissioners kind invitation to engage. We are happy to work with you to initiate and progress a full-Service Development Plan. We recommend launching the process through a face-to-face Market Sounding and make the following recommendations:

Purpose and Participants. The Market Sounding is a mechanism hosted by the Commission. The Sounding will work out the details of crafting a proposal for presentation to the FRA CID Program. Prior to the Market Sounding, the Commission should submit an Expression of Interest (EOI).² Then as soon as possible the Commission should conduct a Market Sounding. It will extend invitations to relevant public and private stakeholders to participate. The participants must be committed to a public and private collaborative process to design, develop, implement, operate and finance one or more intercity passenger corridors.

- *Invitees -- Direct Stakeholders* - The direct stakeholders are the Commission, the Host Railroad/s, AIPRO Operator Candidates, financial entities, rail labor and others who may be directly involved in the implementation of the project--as determined by the Commission. (**Attachment – List of Potential AIPRO Invitees**).
- *Invitees- Interested Parties.* The Commission may also invite interested parties who can make a positive contribution to the discussions and provide technical assistance. This should include representatives of State DOTs of Minnesota and Wisconsin as well as other commissions, groups and organizations promoting passenger rail corridors in the Midwest. They may include federal representatives from the FRA and Secretary’s Build American Bureau. (However, we caution that the group should not become so large as to become unwieldy.)
- *Confidentiality Agreements* – In order to have open and candid conversation, the participants will sign simple confidentiality agreements.

Market Sounding Agenda – The Sounding will explore all the elements that must be brought together to launch a successful passenger rail operation. It will identify obstacles and attempt to reach consensus on how and if those obstacles can be overcome in order to present the FRA with a Service Development Plan and to secure funding through the FRA Pipeline.

Explore Significant Issues necessary to a full-service development plan. The Market Sounding will also explore the issues necessary to create a full-service development plan ready for the

² The **Initial Expression of Interest** can be filed prior to the Market Sounding. The Rulemaking (Agency/Docket No. FRA-2022-0031) limits all submissions to “Name and contact information, a description of the entity submitting the EOI, and endpoints of the corridor.” Confidential information should not be included. The “description of the entity submitting the EOI should refer to the Commission, the Host Railroad (Union Pacific); and railroad operators who express support for the project.

FRA Pipeline. These are outlined in Section E. Service Development Plans of the FRA Rule.³ All obstacles to success should be identified early and consensus reached as to whether they can be overcome. All of this will be discussed in an orderly fashion as a part of the Market Sounding Agenda.

RBC Recommendation – Limit the Proposal. Our recommendation is the first Corridor project should be as limited as possible. This will increase the potential for a “quick win” in the FRA Pipeline within a Midwest multistate network. We propose to focus of the Sounding on Eau Claire-Twin City Corridor as a standalone. However, the Development Program must lay out how this limited project fits into the emerging Midwest Passenger Rail Network.

RBC Recommendation – Two Part Market Sounding – Part I is “all hands-on deck” pledged to generate a viable formal framework to create a pragmatic service development plan that will launch a new corridor operation.

Part II will focus on the CID Rule that the Service Plan (but not necessarily in the EOI) “identify the service operator.” All potential operators will participate together in Part I with the other key players such as the Host Railroad. In Part II, the Commission will launch a quick and transparent process for selecting an operating team consistent with state and local regulation. Part II will be preliminary “one on one” meetings with the Commission to begin the down select of an operating partner.

End Product The Market Sounding should conclude with a “GO-NO GO” decision as to whether to present a formal proposal to the FRA in the immediate future.

Venue and Timing. The Market Sounding should be in a significant city such as Minneapolis for ease of access by multiple participants. The event should take place by late fall.

Cost to the Commission. All parties will be responsible for their own costs of participation. Managing the administration of the Market Sounding will be a significant chore. RBC Transportation Solutions-LLC offers to manage the Market Sounding for the Commission for a fee of \$12,000. A separate proposal from RBC Transportation Solutions-LLC accompanies this memorandum.

³ Section E requires identification of endpoints, train frequencies, equipment, stations, infrastructure requirements to accommodate freight throughput and assure safety. Liability, access fees for track usage, and finance including the order in which federal funding will be sought. Environmental concerns must be resolved and public benefits identified, .

ATTACHMENT – Participants

The Chippewa-St. Croix Rail Commission – The Commission will sponsor the Market Sounding, run it and invite the participants. Key participants will be the Commission, the Host Railroad (Union Pacific), Operators and Private rail providers (AIPRO Members). A second tier will be other stakeholders, supporting parties, and those who provide important technical assistance.

AIPRO Companies. Those associated with AIPRO and expected to participate are:

Herzog
Transdev
Keolis
RATPDev
McGrath Rail (Maintenance Issues)
Brotherhood of Maintenance of Way Rail Labor Union
Brotherhood of Railway Signalman
Stadler Rail*

- **Stadler** - Stadler is anticipated to join AIRPO later this year. They should be invited to participate in the market sounding to provide expertise as experts on rolling stock issues.

Second Tier: This will be at the decision of the Commission. RBC suggests:

- **FRA and the Secretary's Build America Bureau (BAB)** - The FRA should be invited to provide expertise on the CID grant programs and BAB invited as well to provide expertise on innovative finance especially with regard to Transportation Oriented Development.
- **State of Wisconsin and Minnesota DOT's**
- **Other organizations supporting expansion of Midwest passenger rail through maximization of private involvement and competition for corridor operations under FRA Guidelines.**

Appointee Information				
				Date
First Name	Last Name	Title	Jurisdiction	Email
Jeremy	Gragert	City Council	City of Eau Claire	jeremy.gragert@ec-citycouncil.com
Lowell	Prange (prang-ee)	City Administrator	City of Menomonie	lprange@menomonie-wi.gov
Gretchen	Yonko	Board Member	City of Menomonie	gyonkoward4@menomonie-wi.gov
Randy	Eide	Director of Public Works	City of Menomonie	reide@menomonie-wi.gov
Tracy	Carlson	Administrator/Clerk-Treasurer	Village of Baldwin	tracy@villageofbaldwin.com
Tiffany	Weiss	City Planner	City of Hudson	tweiss@hudsonwi.gov
Taylor	Greenwell	Planner	City of Altoona	taylorg@ci.altoona.wi.us
Erik	Evenson (Even-sen)	Director of Public Works	City of New Richmand	eevenson@newrichmondwi.gov
Gary	Stene (steen)	Vice-Chair	County of Dunn	gstene@co.dunn.wi.us
Robbie	Krejci (kre-cki)	Highway Commissioner	County of St. Croix	robbie.krejci@sccwi.gov
Jim	Dunning	County Board Member	County of Eau Claire	jim.dunning@co.eau-claire.wi.us
Arun (a-roon)	Rao	Director of Network Development	Amtrak	Arun.Rao.1@amtrak.com
Scott	Rogers		EC Chamber, Rail Commission	rogers@eauclairechamber.org
Ann	Schell		WCWRPC	azsred1023@gmail.com

Ex-officio Information				
				Date
First Name	Last Name	Title	Jurisdiction	Email
Eric	Anderson	Senior Planner	WCWRPC	eanderson@wccwrpc.org
Erik	Guenard	Vice-Chancellor (Bus, Finance, Admin Services)	UWStout	guenarde@uwstout.edu
Trista	MatasCastillo	Commisioner	Ramsey County	Trista.MatasCastillo@co.Ramsey.mn.us
John	Will	President	Northwood Tech	john.will@northwoodtech.edu
Lindsey	Douglas	Sr. Director of Public Affairs	Union Pacific	lindsey.douglas@up.com
Jake	Wrasse		UWEC	JWRASSE@UWEC.EDU
Karyn	Wells		UWRF	karyn.wells@uwrf.edu
Adam	Wehling	Dean of Agriculture, Energy, Construction & Transportation	CVTC	awebling@cvtc.edu
Lisa	Stern	Chief of Railroads and Harbors	WisDot	lisa.stern@dot.wi.gov
Daniel	Krom		MnDot	daniel.krom@state.mn.us

4 RESOLUTION REQUESTING \$3,000.00 IN FUNDING FROM EAU CLAIRE COUNTY
5 AND EACH OF ITS VOTING MEMBERS TO SUPPORT THE CHIPPEWA-ST. CROIX
6 RAIL COMMISSION IN PURSUING A MARKET SOUNDING EVENT AND ASSOCIATED
7 OPERATING EXPENSES

8
9 WHEREAS, the Chippewa-St. Croix Rail Commission intends to submit an Expression
10 of Interest to the Federal Railroad Administration (FRA) for the Eau Claire-Twin Cities
11 passenger rail corridor; and

12
13 WHEREAS, the Association for Innovative Passenger Rail Operations (AIPRO) accepted
14 the Chippewa-St. Croix Rail Commission's invitation to collaborate on pursuing the next steps in
15 determining the feasibility of the corridor and creation of a Service Development Plan; and

16
17 WHEREAS, the Association for Innovative Passenger Rail Operations (AIPRO) proposes
18 to conduct a Market Sounding event hosted by the Chippewa-St. Croix Rail Commission to
19 explore key issues and develop information needed for a future proposal to the Federal Railroad
20 Administration (FRA); and

21
22 WHEREAS, RBC Transportation Solutions, LLC submitted a proposal to represent the
23 Chippewa-St. Croix Rail Commission in convening and administering the Market Sounding
24 Event, and compiling and facilitating information necessary for a proposal to the Federal
25 Railroad Administration for a consulting fee of \$12,000; and

26
27 WHEREAS, the Chippewa-St. Croix Passenger Rail Commission is seeking a \$3,000.00
28 contribution from each of its voting members; and

29
30 WHEREAS, the Chippewa-St. Croix Passenger Rail Commission anticipates there may
31 be other operating expenses related to this project.

32
33 NOW, THEREFORE, BE IT RESOLVED that the Chippewa-St. Croix Rail Commission
34 authorizes seeking the contribution of \$3,000.00 from each of its voting members to fund the
35 costs associated with the Market Sounding Event and compiling information necessary to submit
36 a proposal to the Federal Railroad Administration.

37
38 NOW, THEREFORE BE IT FURTHER RESOLVED the Chippewa-St. Croix Rail
39 Commission authorizes pursuing the proposed Market Sounding Event and accepts the
40 \$12,000.00 cost proposal from the RBC Transportation Solutions, LLC to convene and
41 administer the Market Sounding Event.

1 BE IT FURTHER RESOLVED the Chippewa-St. Croix Rail Commission hereby
2 requests a contribution of \$3,000.00 from each of its voting members to fund the Market
3 Sounding and associated operating expenses.

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5 **ADOPTED**

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Committee on Administration