

**Railroad Advisory Board**  
**Meeting Minutes**  
June 10, 2010

The meeting of the Railroad Advisory Board was called to order at 7:30a.m., June 10, 2010 in the W&L Utility Services Conference room at 105 E. Ash, Columbia, MO.

The following people were present:

Peter Davis, Chairperson  
Greg Eiffert, Vice-Chair  
Jack Blaylock, Member  
Bryan Ross, Member  
Benny Lusk, Member  
Harry "Doc" Wulff, Member  
Kee Groshong, Member  
Michael J. Schmitz, interim Water and Light Director  
Christian Johanningermeier, Engineer II  
Tad Johnsen, Power Plant Superintendent  
Jim Windsor, Rates/ Fiscal Manager  
Ryan Williams, Assistant Water and Light Director  
Stephanie Brown, Administrative Support Assistant III  
Melissa Giboney, Administrative Support Assistant II

APPROVAL OF MINUTES: The minutes of the regular meeting of May 13, 2010 were approved unanimously by voice vote on a motion by Jack Blaylock and second by Benny Lusk.

DIRECTOR'S REPORT: Mike Schmitz updated the Board on the search for the new director. It has been narrowed down to three candidates, Tad Johnsen, Power Production Superintendent with Columbia Water and Light; Timothy Luchsinger, Assistant Utility Director, Grand Island Utilities Department, Nebraska, and Mack Thompson, former Vice President of American Municipal Power, Columbus, Ohio. There will be a public forum Friday, June 10 from 4:30 p.m. to 6:30 p.m. in City Hall conference rooms 1A and 1B.

FINANCIAL REPORT: Jim Windsor said that the net income loss for the past seven months, ending April 30, 2010, is \$ 37,679. He also stated that the operating income has increased mainly associated with the new bridge construction.

TRAFFIC REPORT: Christian Johanningermeier stated that coal traffic is up and expenses are down due to having an unfilled position and less car hire expenses. Christian reported that the traffic in the past eight months has been 1,000 cars versus 780 cars this time last year. The best year was in 2005 with 1,785 carloads. The total amount of rail terminal customers, both in bound and outbound, as of now is 329.

MARKETING: Tad Johnsen reported seeing an increase in the steel business and believes it will continue to grow. Christian stated that there was a request for a one time load to New York. COLT Railroad put in a bid but has not gotten a response.

NEW BUSINESS: Mike Schmitz said he believes the Dinner Train project is ready to move forward with the contracts. Central States Rail Associates are currently painting cars to Wabash colors and moving equipment. The first train will run in September and in order to start on time the contract needs to be presented to the City Council since it must go through two reads. Tad Johnsen stated that the contract is very close to being finished and there may only need to be a few legal changes. He said that the cars will be delivered at the end of next month.

Peter Davis didn't see anything wrong with the contracts but questioned from what city in Iowa Central States Rail Associates is operating. Christian was asked why the train in Waterloo was no longer running. Peter Davis stated that it could be due to the economy, a decline in population or maybe the line is closed.

Peter mentioned that the price of taking the Dinner Train would be about \$75 per person and that it could be used as a destination function such as a Missouri University game. Meals would be cooked in the kitchen car and only bakery goods would be catered. Lorah Steiner, Director of Convention & Visitors Bureau, is currently looking for a local bakery that will make a special pastry served only on the train and not sold in stores.

Mike Schmitz stated that the dinner train would receive a grant from the Convention & Visitors Bureau of \$40,000 to \$45,000. They are thinking of hiring student chefs and four to six wait staff. The Convention & Visitors Bureau board meets about the dinner train tonight.

Kee Groshong suggested that the background on Central States Rail Associates, Inc. should be checked to make sure there are no liens on the equipment. Tad Johnsen said that the railroad has no money up front in this deal and the Convention Bureau has a separate contract. The dinner train would start at and operate from the Transload facility. They will also need to rent office space from the Transload facility. If parking and other issues can be addressed, the plan is to possibly use the north side of Rogers Street to load and unload the train in the future.

The proposed Passenger Dinner Train Agreement with Central States Rail Associates, Inc. was approved to be sent to the city council unanimously by voice vote on a motion by Jack Blaylock and second by Kee Groshong.

OLD BUSINESS: Christian Johanningmeier reported that all of the concrete piers for the bridge are complete. The steel comes in next week and they will start erecting the steel piers from North to South. There will be a solid floor with a water proofing level and traffic on highway 63 will be closed from 7 p.m. to 6 a.m. Traffic will be routed up and down ramps and Christian will meet with MoDOT tomorrow.

Christian also said repairs were made to the existing US 63 crossing on June 4th and 7th because the pavement had pushed against the track causing the gage to become tight, to as little as 54.5 inches. If track gage is less than 56 inches trains are unable to run.

Mike Schmitz wanted to add an item to update the Board on the presentation he made to council on Transload services. He said it was well received but the City Council will move forward cautiously. There were two private firms who had difficulty operating the facility in the past and the City Council is wondering if the city can do better. Mike would like for the Transload facility to be self sustaining and believes we can do better than the private firms. The city could operate at a low profit margin and provide infrastructure for our economy.

NEXT MEETING DATE: The next meeting is August 12, 2010 at the Utility Services Conference Room.

The meeting adjourned at 8:15 a.m.

Respectfully Submitted,