

PECATONICA RAIL TRANSIT COMMISSION

20 S Court Street • PO Box 262 • Platteville, Wisconsin 53818
MEMBER COUNTIES: GREEN • IOWA • LAFAYETTE • ROCK

1:00 PM • Friday, October 24, 2014 • Green Co. Courthouse, 2nd Floor Courtroom, 1016 16th Ave • Monroe, WI

1. 1:01 PM **Call to Order** – *Harvey Kubly, Chair*
2. Roll Call. **Establishment of Quorum** – *Mary Penn, PRTC Administrator*

Commissioners present for all or part of the meeting:

	<i>Commissioner</i>	<i>Position</i>	<i>Present</i>		<i>Commissioner</i>	<i>Position</i>	<i>Present</i>
<i>Green</i>	<i>Harvey W. Kubly</i>	<i>Chair</i>	<i>x</i>	<i>Iowa</i>	<i>Charles Anderson</i>	<i>Secretary</i>	<i>x</i>
	<i>Oscar Olson</i>		<i>x</i>		<i>William G. Ladewig</i>		<i>x</i>
	<i>Ron Wolter</i>	<i>Treasurer</i>	<i>x</i>		<i>Philip Mrozinski</i>		<i>x</i>
<i>Lafayette</i>	<i>Leon Wolfe</i>		<i>x</i>	<i>Rock</i>	<i>Ben Coopman</i>	<i>Alternate</i>	
	<i>Larry Ludlum</i>		<i>x</i>		<i>Wayne Gustina</i>		<i>x</i>
	<i>Gerald Heimann</i>	<i>Alternate</i>			<i>Alan Sweeney</i>	<i>1st Vice Chair</i>	<i>x</i>
	<i>Ted Wiegel</i>		<i>x</i>		<i>Terry Thomas</i>	<i>2nd Vice Chair</i>	<i>x</i>

Commission achieved quorum.

Other present for all or some of the meeting:

<ul style="list-style-type: none"> • Mary Penn, SWWRPC • Ken Lucht, WSOR • Troy Maggied, SWWRPC 	<ul style="list-style-type: none"> • Fred Gruber, Jewell • Kim Tollers, Frank Huntington, WDOT • Jeff Wunschel, Green County
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3. Action Item. **Certification of Meeting's Public Notice** – *Noticed by Penn*
 - *Motion to approve notice of meeting – Mrozinski/Gustina, Passed Unanimously*
4. Action Item. **Approval of Agenda** – *Prepared by Penn*
 - *Motion to approve agenda – Wolfe/Thomas, Passed Unanimously*
5. Action Item. **Approval of draft Minutes from May 2014 meeting** – *Prepared by Penn*
 - *Motion to approve May 2014 minutes – Anderson/Wiegel, 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*
Penn reported all the correspondence she had sent or received since the May meeting.

REPORTS & COMMISSION BUSINESS

8. **PRTC Financial Report** – *Ron Wolter, SCWRTC Treasurer*

Ron Wolter gave the Treasurer's Report to the Commission. Bills to be paid included:

1. Safe Deposit Box - \$7.50
 2. WSOR Request of \$26,000.00
 3. Johnson Block Audit - \$1,150.00
 4. SWWRPC Q2, Q3 - \$1,871.93
 5. Harvey Kubly - \$14.92 (Audit Prep including postage)
- *Motion to approve the Treasurer's Report and the checks – Sweeney/Gustina, Passed Unanimously*

9. WSOR Operation's Report – Ken Lucht, WSOR

Ken Lucht concentrated on maintenance and other projects statewide in his report to the Commission. WSOR's maintenance plan was being implemented including track inspections on the sub. He said that rail maintenance required \$10,000.00 to \$15,000.00 per mile.

Other projects he included was the Phase 1 of 2 of the Continuous Welded Rail (CWR) project between Janesville and Avalon, which required the removal of the jointed rail for 115 lb. CWR. Lucht said the project would be ongoing this winter and would complete CWR on the Fox Lake sub to the state line. Lucht reported that the Milton siding project was underway which consisted of 8000' siding track which would relieve the bottle neck that currently exists. He said the grading was underway and should be complete by spring of 2015. Lucht also said a siding at Darrien was completed that served two customers consisting of an 1800' siding by those customer facilities.

In Prairie du Chien, WSOR was working on another track involved in moving sand and would require room for a 130 car storage and staging area. Lucht said WSOR was working with the City to alleviate much of their train activity on St. Feriole Island. He noted the project would be \$5-6 million, funded entirely by WSOR.

Lucht said the new line to Oregon had opened in late September to service a redi-mix plant on the north side of Oregon. He said the train delivered about 20 cars of aggregate to the customer as part of this opening and was a \$3.2 million project, 80% of which was funded by WDOT. He added there were still some crossings and other work to do.

Alan Sweeney asked about the cost per mile for maintenance and if CWR would lower that average per mile cost (\$12 – \$15K). Lucht said welded rail lowered maintenance costs but there were qualifiers as to the class of track that is made. He said there were different maintenance standards depending on class 1, 2, 3, or even 4: when upgrading to CWR and maintaining to a class 2 standard, the overall costs go down. This does not include bridges.

Leon Wolfe asked about the loading facility in Prairie du Chien. Lucht said the transload site would be enclosed and said that the Oregon facility just mentioned had a totally enclosed loading site and the Prairie site would be the same. Ladewig asked about the approval of the Surface Transportation Board (STB) on the Oregon purchase and Lucht said the STB was reviewing the paperwork. He said WSOR was waiting for the Common Carrier Rights to they could offer permanent service. He added that the WRTC was waiting for approval of the transaction too. He said that WSOR was able to enter into a temporary operating agreement to service the customer. Huntington said the STB had not let WDOT know of progress to date. Oscar Olson asked about the Hwy 69 crossing, and whether the arms were getting replaced and the work timeframe. Lucht said that 2 ½ months ago all barrier gates would be removed and replaced with standard gates with the highest priority in Madison for 2015. He said 2016 and 2017 would be when the other standard gates would be put in place and that this schedule was established by the OCR. He pointed out that WSOR could not do them all in one year. He said the next three gates of WSOR's four gates would be staggered over the next 3 years.

10. WisDOT Report – Staff may include Frank Huntingdon, Kim Tollers, Roger Larson

Frank Huntington said the Fitchburg/Oregon line used to be much longer and when the line was discontinued, the communities of Oregon and Fitchburg bought the line which they then leased to WSOR. He said that WDOT submitted their acquisition documentation to the STB in August and that hopefully by the end of the year the 70 mile acquisition would be completed.

He said that new awards were awarded a few weeks ago, which included some bridge projects in the PRTC system. He said there were about 70 bridges that currently needed rehabbing or reconstruction and of the award dollars, \$8 million had

been allocated for bridges. Huntington said this was an ongoing project to replace bridges. He then reported on projects and awards in other parts of the state, including tie and rail replacement of the Madison/Watertown sub with work to begin next summer and the multi-year Waukesha/Milton junction project to replace crossings.

Besides these awards, the Port of Milwaukee had been awarded funding for harbor work. He said it was possible that there might be about 4-5 million dollars available after acquisitions. Huntington also announced the freight rail conference and asked Penn to distribute the conference's information to the Commissioner's. Huntington then announced he would be retiring in December and said there was a new section chief, David Simon. Huntington said he had begun when this Commission had just been formed and had been very close to the beginnings of the rail preservation efforts in the State. The Commission expressed their appreciation to Huntington for all his work and dedication.

11. PRTC Administrator's Report – Mary Penn, PRTC Admin.

Penn reported she had reviewed leases to date and those that still had payments outstanding. She said she had invoiced both the Village of Browntown and the contact for the Burbach lease. Wolter confirmed he had not yet received anything.

12. Tri-County Trail Commission Report – Leon Wolfe

Leon Wolfe reported on maintenance activity on the trail. He noted that some railings on bridges near Mineral Point had been corrected and said Bridge 31 had had a log jam that the TCTC would need to address.

13. Discussion and Possible Action on 5 Corner Bridge Structure Type – Jeff Wunschel, Green Cty. Hwy. Dept.

Fred Gruber presented on the design of the proposed bridge and explained what sort of crossing would be needed. He said a structure had been approved and he showed a picture that outlined what and how the crossing would be made. He said the bridge would be about 54.5' long, 26' wide and was the most cost effective of all the alternatives considered. He said a three span structure had been looked at but this alternate with a single span was the most cost effective. He said they were proposing a girder type structure and that someday the Township might cut down a crested curve although that was not part of this particular project. He said the crossing would be raised more than four or five feet than it currently was. He said this was about 1300' of work including the bridge and approaches. Jeff Wunschel said that WSOR was looking at this structure currently. Huntington asked if the bridge would be covered under the WDOT bridge program. Wunschel said they were looking for concurrence from the Commission today. Huntington said WDOT had not had a lot of time to look at the proposed structure yet.

Kubly asked what they were looking for from the Commission in choice of structure and Wunschel said it came down from the railroad. Huntington said it just went to the railroad this week.

No action was taken.

14. Discussion and Possible Action on 5 Corner Bridge Roadway and Structure Funding – Jeff Wunschel, Green Cty. Hwy. Dept.

Jeff Wunschel said the funding of the recommended structure, if approved, would be 80% federal funding with the remaining 20% shared between the other parties. He said the third cost sharing scenario had been the most agreeable to the railroad. Wunschel apologized to the Commission and said one thing that had not been considered were the design costs which had come to \$130,000.00 with 80% funded by state and federal funds. He distributed the cost breakout to the Commission and respectfully requested the Commission to consider the third cost sharing scenario with the additional design costs. He said he had confirmed the cost of the project design and with the additional design costs, the overall project cost went a bit over \$1 million. Wunschel pointed out that he was not asking the railroad or the PRTC to pay for the ROW costs. He said he had been told by WDOT that the next step, once the design was accepted, would be with a stipulation that the railroad would agree to traffic control and flagging responsibilities on the railroad. Kubly asked Lucht if WSOR was looking at the third choice and Lucht confirmed they were. He said that once WSOR approved, they could enter into agreements for option 2, not option 3. He added that the timeline would be at least 3 weeks for a preliminary plan.

Ladewig asked Huntington if the PRTC owned the bridge. Huntington explained how with bridges of this age and type, it was difficult to find original ownership documentation and said it was most likely they were originally owned by the

railroad but there was no documentation. Ladewig asked if when transferred, would ownership have moved to the Commission. Huntington concurred that such was the case and Ladewig then asked if the PRTC contributed, would they have any ownership. Huntington said that maintenance would be with the Town and County. In the event of a replacement in 40 or 50 years, they might have to go through this then. Ladewig asked if agreements could include language to remove any sort of ownership on the part of the PRTC. Kubly reminded the Commissioners that Eileen Brownlee had said if the Commission gave money, they would then be done with any obligation. Huntington said that that language could be included. Sweeney asked if the money was being asked. Huntington said that obligation would have been transferred to the railroad. Sweeney asked if the Commission needed to approve this but Huntington said the railroad was the one being asked for funding. He said the Commission could be included if they wished but the obligation for maintenance had been transferred to the railroad.

Wunschel thanked the Commission for their time and asked if in proceeding, would the Commission want another presentation and work thru the PRTC meetings and address the railroad that way.

Oscar Olson asked about the Patterson Road Bridge. Fred Grueber updated the Commission on the project and said that he had actually met with a property owner that day. Grueber said he was educating landowners on the project as he met with people and asked if he should work with the PRTC or another party as the project moved forward. Wunschel asked who Grueber should contact for an easement. Huntington said he would check. Kubly said Jewell would have to come back to the Commission because they own the track. Lucht said that Brownlee had said that some sort of agreement between the PRTC, the County, and the towns would need to be made but the PRTC would not have to give up easements. The Commission had never given easements before. Lucht suggested that Brownlee be the person to come to with questions regarding easement. Wunschel said that the Patterson Road Bridge timing was before June and after Labor Day. He also asked when the January meeting would be.

15. Discussion and Possible Action on WSOR 2014 Capital Program for PRTC – Ken Lucht, WSOR

Ken Lucht distributed two handouts and then discussed the Capital Program with the Commission. He talked about the number of loads on the sub and gave the 2013 final tally on car loads. He pointed out city, commodity, and customer names, with carloads per county noted. He said that most of the local origin car loads was most likely grain and that grain was coming into the PRTC area for the ethanol plant in Monroe. Lucht said that just under 5,000 cars had moved between Monroe and Janesville and that traffic had rebounded to 2008 levels. He said more grain was moving out of the area and this meant that about 20,000 trucks had been removed from the highways. Lucht said there continued to be a lot of local movement of material both incoming and outgoing.

Lucht then spoke of the need for bridges and said there were about 5 or 6 bridges which the PRTC had contributed to in the recent past and he thanked the Commission for their support. He noted that that bridge work was about 80% complete and that the Monroe sub was going to have money spent to work on bridges and crossings. He said the Hwy 69 crossing was complete.

He then discussed the F108 Bridge which had been approved for replacement. Lucht said the State would be paying for 80% of this work. He pointed out the bridge's location, east of Juda and Bagley Rd. He said that it had greatly decayed over the year and said it would have to be taken out of service if not replaced. Luckily, the State had awarded funding so this bridge was proposed to be replaced by January of next year. He said there was a grant agreement in place and at this time he asked for the capital allocation for this bridge of \$26,000.00 from the Commission.

Sweeney asked about the 5 or 6 bridges and if they had been billed out and 100% paid. Lucht said the Commission had paid 100%. Sweeney then asked about other bridges in their area in the same condition as F108. Lucht said there were 5 or 6 more besides this one and others improved in the past. Sweeney asked if Lucht knew the cost of those bridges in the capital plan. Lucht said it was about \$700,000.00 for the remaining six bridges with priority 1 repairs. This amount would be invested in those bridges. Sweeney said that Huntington had mentioned some funding available and asked if those dollars would be requested for this work as well. Lucht said he was pretty sure the \$8 million mentioned by Huntington was for projects in WSOR's northern area. He said last February WSOR had made a \$14 million dollar request and that might include PRTC bridges.

- *Motion to allocate \$26,000 for Bridge F108 – Sweeney/Gustina, Passed Unanimously*

Ron Wolter said that bill had already been approved. Lucht said that was last year's project and this would be the 2014 allocation listed in the Treasurer's Report.

16. GIS Mapping Presentation – PRTC Rail/Trail Mapping Possibilities – Troy Maggied, SWWRPC

Troy Maggied distributed a rail/trail map to the Commission and said he had been meeting with railroad personnel and others to try to do more mapping for the Commission. He said this was just to show them the regional map for reference. He said he knew there was a lot of information on the rail and hoped there would be some data available for trail mapping. He asked for input from the Commissioners had any thoughts about mapping effort and said this was part of the staff contract. Sweeney said the price was right and the need for maps was good. Maggied said this would be improving over time. Anderson asked if the trail bridges could be marked. Maggied said hopefully yes if the information were available. Kim Tollers said WDOT would not have that but WSOR would have records of bridges. Maggied said he could reach out to Lucht for information.

17. Discussion and Possible Action on 2015 draft PRTC budget – Mary Penn, Admin, Troy Maggied, SWWRPC

Mary Penn distributed the budget. Maggied asked about how to include the payout of the \$26,000.00 that was paid for capital costs in 2014. Kubly said that it was probably a forgone conclusion that the Green County contribution would be spent on capital improvements so it could be shown on the budget in future.

Ted Wiegel in reference to fencing as a line item, commented that there had not been a lot of fencing in the past 10 years and suggested that carrying that item over from previous years would come to about \$20,000.00 that had not been used. Sweeney asked if it was a good idea to add another line to expenditures for the capital improvements of \$26,500 on an annual basis. Maggied said he was asking what the Commission wanted in the future. Sweeney said that it would be a good idea to have the county contribution in there.

- *Motion to approve the draft 2015 PRTC budget as corrected in expenditures – Sweeney/Anderson, Passed Unanimously*

Sweeney asked Penn to add those changes as discussed and distribute to the Commission.

18. Discussion and Possible Action on 2015 Staff Services Agreement with SWWRPC – Mary Penn, Admin

Penn gave Kubly the contract which he read to the Commission.

- *Motion to approve 2015 staff services agreement with SWWRPC – Ladewig/Wolfe, Passed Unanimously*

19. Discussion and Possible Action on 2013 draft PRTC Audit with Johnson Block – Mary Penn, Admin

Penn explained that once again the only issue with the report was due to the Commission's small size and its lack of financial robustness in terms of the number of persons involved with finances. She said this has been the perennial point in the audits since she began working with the Commission. However, it is a reality of such a small staff.

- *Motion to approve 2013 draft PRTC Audit with Johnson Block – Thomas/Ladewig, Passed Unanimously*

Harvey said the auditor had to say something but it was almost irrelevant because the treasurer did not get any cash and the Commission's income was from limited resources.

20. Action Item - Adjournment

- *Motion to adjourn at 2:22 PM, Gustina/Wiegel, Passed Unanimously*

PECATONICA RAIL TRANSIT COMMISSION

PO Box 262 • 20 S Court Street • Platteville, Wisconsin 53818
MEMBER COUNTIES: GREEN • IOWA • LAFAYETTE • ROCK

PRTC/WRRTC FORMAL FUNDING AGREEMENT WORKING COMMITTEE October 24, 2014

Green Co. Courthouse 2nd Floor Courtroom, 1016 16th Ave • Monroe, WI

1. Call to Order – Harvey W. Kubly, Chair

The meeting was called to order by Chair Kubly at 2:31 PM

2. Establishment of Committee Members Present – Mary Penn, PRTC Administrator

<i>Commissioner</i>	<i>County</i>	<i>Present</i>
Harvey W. Kubly	Green	x
Ron Wolter	Green	x
Philip Mrozinski	Iowa	x
Charles Anderson	Iowa	x
Alan Sweeney	Rock	x
Wayne Gustina	Rock	x

Also attending: Bill Ladewig, Iowa County, Ken Lucht, WSOR, Frank Huntington, Kim Tollers, WDOT, Mary Penn, PRTC Administrator, and Troy Maggied, SWWRPC

3. Action Item. Certification of Meeting's Public Notice – Noticed by Penn

- Motion to approve meeting – Mrozinski/Sweeney, Passed Unanimously

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

- Motion to approve agenda – Sweeney/Mrozinski, Passed Unanimously

5. Action Item. Approval of draft Minutes from May 2014 meeting – Prepared by Penn

- Motion to approve May 2014 minutes – Mrozinski/Anderson, Passed Unanimously

COMMITTEE BUSINESS

6. Continued Discussion on the potential of Green County joining the WRRTC – Alan Sweeney, Rock County

Harvey Kubly said in May he had wanted sit on this issue before approaching the County Board, as well as contacting Lafayette County too. He said he had talked to the County Board Chair who supported this effort. Since the line has reopened to Oregon, it makes rail more significant in the PRTC area.

Alan Sweeney reminded the Committee of the \$26,000 approved for bridge work and said Green County joining the WRRTC would not happen anytime soon, 2016 at the earliest.

7. Update and Discussion on Harvey Kubly's communication with Wayne Wilson regarding Lafayette County contributing one quarter of PRTC operating budget (\$3,450.00 based on 2014 operating budget) – Harvey Kubly, Chair

Kubly said he had talked to Wayne Wilson and had a good conversation. He said Wilson said it was out of his (Wilson's) hands and Kubly should talk to Jack Sauer. Kubly said he called Sauer and said it was a pretty good chat. Kubly said Sauer said that he did not see any benefit of rail to Lafayette County and said there were grain elevators in the county that paid better than the ethanol plant in Monroe so he did not see anything there for Lafayette and did not think the County needed to contribute anything. Kubly said he did

not want to see Lafayette County to pull out of the Commission because that would be bad for the corridor. Kubly was told by Wilson that money demands might result in the county pulling out.

Sauer said if it came down to money, the County would probably contribute their share of the operating overhead to the Commission. Kubly reported that Sauer had not been able to come to today's meeting but that he would try and come in January. Kubly said he was relieved after talking to Sauer as he had feared the County might want to pull out. He said if they got anything from Lafayette it would be nice. Mrozinski asked for clarification to contributing to the overhead. Kubly said there were no rail costs but staff, the audit, corridor fencing etc. were what was meant. Kubly said this would not be what the PRTC would like but was "small progress".

Sweeney said it was unfortunate but it would be a mistake to push the issue with Lafayette County as the PRTC was obviously moving forward: any economic benefits of the Commission were not being heard. Kubly agreed that Lafayette County was not receptive to that message. Kubly said with the ethanol statistics seen today, there would definitely be an impact on the corn price in the County and, Sweeney added, in the Midwest. Charles Anderson said that he had counted 19 grain trucks between Hwy 23 to Monroe on his way to the meeting going west. He said if there was more corn storage at Badger. Sweeney said Badger ethanol has had a regional impact which of course included Grant and Lafayette counties.

Anderson said if the Commission was not going to pursue revenue from Lafayette County but keep them involved then the PRTC should stop talking about Green and Rock going to WRRTC since that would result in just overseeing trail. Anderson confirmed that all the PRTC trail was in Lafayette County. Anderson said consolidating would cut some minor expenses. Kubly asked for clarification. The Committee discussed which counties belonged to which RTC's. Kubly said the PRTC owned the corridor from Monroe to Mineral Point and basically in the charter that it was the PRTC's responsibility even though there is not any rail there today. Anderson said he thought corridor out of Monroe was owned by the State. Frank Huntington said west from the ethanol plant was owned by the PRTC. Sweeney said it was never the intent to combine the PRTC with the WRRTC. The original discussion started with talks about a Memorandum of Agreement (MOA) to ensure funding for capital projects on either line and make sure that was done on an as needed basis as determined by the railroad. He said talk had now moved towards Green County's joining the WRRTC so they would have a voice in whole system capital projects, because the PRTC relied on WRRTC trackage and vice versa: the intent was never to dissolve the PRTC. Anderson said to just join. Sweeney said the issue of the annual donation would have to be addressed because he was sure Green County would want their money to remain in Green County. Kubly confirmed "absolutely" and if Green County joined the WRRTC there would definitely have to be language in the MOA that Green's money went to PRTC. Sweeney said this was to have a plan in place for future projects. Anderson said if something happened, Green would be involved. Sweeney gave an example of why it might be useful for Green to be part of the conversation in case something happened on the WRRTC owned line, speaking in particular of the Fox Lake Sub.

Anderson asked about the Orford Hill situation and who funded that. Ken Lucht said a state grant and WSOR local match paid for that. Lucht said that WSOR was currently doing a major tie replacement so Green County had contributed to that. Anderson said he was thinking of bridges and if something major happened, \$26,000 would not come close to putting in 20' of track. He said he liked the idea of having a bigger pot to draw on in the event of a disaster. Sweeney said that was exactly what he was talking about.

Bill Ladewig asked if Lafayette County was part of the original charter and asked if Eileen Brownlee had checked to see if the County could not pay, what sort of options were available. He said he thought that the charter was being destroyed if its stipulations were not met. Kubly said Brownlee had spoken of this before but the problem was when the rest of the counties contributed, there had been no request to Lafayette so all these years it 'fell by the wayside'. Huntington said the same was true of Iowa County as they only contributed to WRRTC but not PRTC; Rock County too. Sweeney asked Huntington if they were obligated to pay for overhead and costs on an equal basis. Huntington confirmed that costs needed to be shared. He said in the past few years only Green had contributed to the PRTC. Anderson asked if Jack Saur knew about the overhead costs when Kubly spoke to him. Kubly said he did not know and said that he believed that Lafayette County knew they had to pay something which perhaps explained Sauer's explanation to do that. Kubly said the Tri-County Trail (TCTC) had a big impact on Lafayette County and he did not think the County would want to jeopardize that. Anderson said if the Browntown Bridge fell in, who would have to replace it. Huntington said he believed that the agreement with the TCTC said that the TCTC would be responsible to replace bridges. Huntington also said he believed that the notice of intent sent to the STB which the TCTC would have to have submitted at the time said that the TCTC took responsibility of the railroad trail corridor. Ron Wolter said when there had been tax problems on the Janes Adams trail, the SCWRTC had to threaten to close the trail.

Lucht said that the County had been told that 50% of the ethanol corn was being trucked in: the 5 year old WDOT study confirmed this. This study clearly showed the flow of grain into Green County and showed that Lafayette contributed to that flow. Lucht confirmed there were a lot of trucks coming in and in WSOR's opinion that grain originated in Lafayette County and terminated in Green County which in turn had a regional impact. Lucht said the reason Monroe had been picked for the ethanol plant was its relation to the rail. In the end it was pretty clear the line had a pretty big impact judging from the study and WSOR's customers.

8. Action Item - Adjournment

Motion to adjourn at 3:00 PM – Gustina/Sweeney, Passed Unanimously