

# RAILROAD TRANSPORTATION SAFETY DISTRICT

Board Meeting

June 10, 2002

Meeting Began At: 09:05 A.M.

Meeting Ended At: 09:55 A.M.

Members Present: Coleen Seng, Ray Stevens, Jonathan Cook, Larry Hudkins

Members Absent: Glenn Friendt, Bob Workman

Others Present: Roger Figard, Fran Mejer, Dick Nuernberger, Bruce Sweney, Tom Leikam, Roger Ohlrich, Bill Kuester, Jan Crouch, Harlan Layton, Tina Mackel

## **Order No. 02-10 Call to Order. Approval of the Previous Minutes.**

Seng called the meeting to order. Hudkins motioned to approve the minutes. Cook seconded the motion. Motion approved.

## **Order No. 02-11 Report of Treasurer.**

Dick Nuernberger presented the treasurer's report. As of June 4, 2002, the District had investments in various banks totaling \$10,269,150.63. As of May 14, 2002, a balance of \$1,437,507.69 was carried in the District's checking account. As of May 10, 2002, the County Treasurer's balance for the District was \$558,604.96.

Hudkins asked where American National is located. Nuernberger responded that it is next to Shopko on 27th and Highway 2. Hudkins asked what the investment policy is. Nuernberger stated that the money is invested in banks with the best rates.

Stevens motioned to approve the treasurer's report. Cook seconded the motion. Motion approved.

## **Order No. 02-12 Miscellaneous Utility Agreements**

Figard stated that throughout the course of this project, there are other utilities or miscellaneous construction work that will need to be done other than just the primary contract with the contractor building the big bridge and the road. Within the project budget, there is money within the budget to pay utility companies to move their own lines. Rather than calling a board meeting every time one of these agreements come forward, Figard suggested that the Board authorize the Chair and the Executive Director to sign those agreements as long as they are consistent with the project design. Some examples of the miscellaneous construction contract would include demolition. A home, duplex and some businesses are being relocated.

Hudkins asked about the standard procedure of estimates on relocations and how do you know these

companies are being reasonable with their estimates.

Figard replied that he depends on Tom Leikam at Olsson Associates. Also, those agreements are reviewed by both the City Attorney and the RTSD Attorney.

Stevens asked about QWest estimate not being final.

Figard stated that he depends on the consultant to make sure they are being judicious with their time and getting the work done.

Stevens motioned to approve the authorization of utility agreements for the 3rd and A Street project. Hudkins seconded the motion. Motion approved.

**Order No. 02-13      Miscellaneous Construction Contracts.**

Stevens asked how much money is involved.

Leikam replied that the contract would be for demolition. There are 3 properties that we have already closed on and now own. The estimated demolition cost would be around \$125,000 to \$150,000. Those properties consist of a 4-plex, an apartment unit on 5th and A, the City sanitary sewer garbage and an automotive repair shop on 3rd and A Street. The City sanitary garbage and the auto repair shop are located in the area where the bridge will be. If they could have that demolition work completed prior to the bridge contractor coming in, they will not be delayed in clearing those areas.

Hudkins motioned to approve the authorization to sign miscellaneous construction contract needed for the 3rd and A Street project. Stevens seconded the motion. Motion approved.

**Order No. 02-14      2002/2003 Budget.**

Figard pointed out that 2002/2003 Budget Final should be renamed to Budget Request. Regarding the \$135,000.00 listed for the North 27th Viaduct Audit Fund, a letter was received from the State stating that the RTSD does not owe that money. This will be subtracted from the budget. Figard recommended that the budget be proposed as is at \$10,443,750.00 minus the \$135,000.00.

Stevens asked if the remaining balance from this fiscal year would carry over to the next fiscal year. Figard replied that some of it will carry out, but there will still be some expenditures. Don Thomas had called about the Firth Road project. We've spent as much as we can and will re-budget what was not spent on that project. Each dollar that is not spent in the budget goes back into the fund. We have a tendency to be conservative and budget a little bit more money in case the bills don't get in or don't get paid.

Cook asked what the other funding sources were used for the baseball partnership project.

Figard replied that it is a combination of federal money and various sources from the City. The District committed \$1,250,000.00 which was split into 2 accounts. \$250,000.00 was used for right-of-way acquisition and \$1,000,000.00 was used for the bridge. We ended up spending about \$219,000 on right-of-way. The rest of the \$250,000 went back into the account.

Cook asked about the total cost for the pedestrian bridge.

Figard replied that he would get that information and send it out to the Board Members.

Steven asked what the 2nd span is for.

Figard replied that having 2 spans allows for the flexibility for a small trolley or an added bridge for foot traffic.

Hudkins stated he supports the trolley system.

Cook asked if Antelope Valley, 33rd and Adams includes both the closing of the crossings and the underpass.

Figard stated that this funding through 07-08 is focused on Phase 1 projects for Antelope Valley. 33rd and Adams is not part of Phase 1. We need to drop that verbiage because it is part of Phase 2. The intention is that when Phase 1 is done, we would continue to move out and work on Phase 2.

Seng added that maybe there should be 2 separate lines for that or distinguish Phase 1 and Phase 2.

Figard stated that Don asked us to carry over the money for the Firth Road Overpass project. We will clean up the budget numbers and get you revised copies. We will go ahead and rework the cash flow on those as well. My recommendation is to sent that to the County Board asking for the full levy.

Hudkins motioned to approve the budget as proposed or amended by the Board. Stevens seconded the motion. Motion approved.

Figard added that he needs the Board to approve a resolution that would be resolved that the tax request for budget year 2002-03 be set at .026 per \$100 of actual valuation. We would do the resolution now and if the County Board doesn't approve it, then we have to modify it for the September public hearing budget meeting. Hudkins motioned to approve the resolution as stated. Stevens seconded the motion. Motion approved.

**Order No. 02-15      Crossing Agreement with BNSF at South 14th, South of Yankee Hill Road.**

Figard stated that the railroad is asking the City of Lincoln to sign an agreement for the widening of the South 14th Street crossing so that in the future, if 14th Street would widen to 4 lanes, the work would be done. The cost will be around \$280,000. There is money in the budget to do these kinds of things. We have a safety line item that we should charge the lights and gates to since it is a safety issue. Figard asked the Board to formally acknowledge or approve that the District would reimburse the City for these costs before that railroad agreement goes to the City Council. The railroad has shipped in some material. The City didn't quite have its project ready to go so we authorized paying for the material that had come in but has not been installed yet.

Stevens asked about the remaining \$189,000.

Figard replied \$100,000 would come out emergency safety and studies. \$87,000 would come out of the project's remaining money. As long as we do not over spend the capital improvement program, it is possible to take a few dollars from some of the other accounts.

Cook asked about what kind of savings we expect from doing this now versus waiting until a street project comes along.

Figard replied that there still may be some additional signal work. The spacing and the offset of the poles are being set outside of the clearance for a potential 4-lane road with the gates and lights, shoulders, etc. The crossing material itself would be that width. The transition from the 4-lane roadway that will coming down 14th Street actually transitions and begins to narrow as it crosses the tracks. It's not going to be much narrower than it would be finished. Part of it is transition and part of it is planning for the future roadway.

Hudkins asked if the road work on 14th could be expanded to take the 4-lane completely across the railroad crossing.

Figard replied that he could into that. What we have tried to do is provide the crossing and new pavement for that width and then tapering back so that when we're done, we don't have to come back across the tracks.

Cook stated that this will be a sensitive project if there is any kind of major work that goes on in the Wilderness Park corridor. It's important that discussion take place in the appropriate forum.

Figard stated that the District is not trying to promote that 4-lane roadway. That discussion and decision belongs in another venue. We're just making sure that if that does occur that we have done what we need to protect the railroad and the people that drive across the crossing.

Hudkins motioned to approve that the RTSD will reimburse the City/BNSF for crossing improvements at South 14th Street, south of Yankee Hill Road. Stevens seconded the motion. Motion approved.

Figard added that the money for the crossing project 22 could come out of two projects listed under 899905 and 899135. I will add those numbers to the motion.

### **Order No. 02-16 Project Updates.**

Leikam stated that a meeting was held on May 30, 2002 to provide an update on the status of the 3rd and A project. We're finishing up the design plans. The right-of-way acquisition has been underway and we have a large portion of the right-of-way already acquired for the project. There are several properties where we have to do the building demolition. We would like to get started on some of that work possibly by the latter part of this summer. We're looking at the project being advertised and taking bids by the latter part of August. August 22, 2002 would be the target date for taking bids which would be ahead of the September RTSD Board Meeting. We would be prepared at that time to bring a recommendation forward as to whether or not to award the project. If the bids come in within project budget, it looks like the project would be starting construction the latter part of September. We

anticipate the construction lasting thru the 2003 construction season with an anticipated opening date on A Street around Thanksgiving 2003. As we presented some information and had some displays, the construction work that you are going to see this fall and thru the winter would be primarily on the bridge. The new bridge is located south of the existing A Street so existing A Street would be open for a majority of the time. We will have some temporary closures when we're doing utility work in A Street. We provided some background on some future City projects that may be upcoming in the South Salt Creek neighborhood that are going to tie into that area to give people some idea on other projects coming down the road. One of those projects is the replacement of Salt Creek Bridge at West A Street.

The City is looking at having that project start in February of 2003 so that work would be going on concurrently with the 3rd and A Street overpass. Essentially, from the end of February 2003 up thru November, A Street would be closed at Salt Creek so thru traffic would be shut off going thru there. They would have to utilize either the Capital Parkway West, Folsom Street or Van Dorn. Overall, everything is moving in the right direction.

Stevens asked if it would be possible to get some totals concerning the original estimate and how much has been spent to date.

Figard replied that he would get that information out.

Stevens added that he would like that information on projects over \$500,000.00.

Figard stated that most of the tracks are removed along 4th Street in addition to the 3rd and A Street project. Most of the track out at the airport is done as part of that project.

#### **Order No. 02-17      Non-Agenda Items.**

Layton stated some concerns about the Firth Road Overpass. He stated that there is an at-grade crossing at 82nd Street and the railroad. The rescue unit is in Firth. The train crosses 82nd Street. The rescue unit is not going to be able to go up 82nd because it crosses about 1/4 mile north of the Firth Road. They will have to go over to 68th or 96th which is about 1 mile each way, go another mile north to Palo Road and then double back down to 86th. You should take 82nd before you get to where you cross the roads, swing it west over to Firth Road at the end of the viaduct. All they would have to do is go across the viaduct and swing back around and eliminate that crossing. You're going to get more acres built in that area. I have brought it up before and somebody said they don't like a interchange at the end of a viaduct. We've got an interchange on North 27th at both ends of the viaduct. The speed limit on Firth Road coming thru is 35 mph until you get to the railroad tracks and then it goes up to 50 mph. All they have to do is extend the 35 mph out to that interchange. Down the road, 82nd Street runs thru Firth down by the Coop and crosses a creek down there and goes on south. You could also go up in that same intersection, go around and hit 82nd Street south of the creek. This way the rescue unit can go every direction and not have to worry about being stuck by a train.

Hudkins stated that those are good suggestions. He asked if Layton had shared those ideas with Don Thomas.

Layton replied that he had brought it up, but that Don didn't want an interchange at the end of the viaduct.

Hudkins encouraged Layton to put his ideas in writing and send them to Don Thomas with carbon copies to the rest of the County Commissioners and the RTSD Board Members.

Layton added that someone had brought up the suggestion of putting a road south of Firth down and across because when they start building, they are going to have a hard time even getting in. The bridge across the creek is eventually going to have to be replaced.

Figard asked Harlan to get that to him in writing and that he would talk with Don Thomas.

Seng stated that the next Board Meeting is scheduled for September 3, 2002 at 10:00 a.m.

Stevens motioned to adjourn the meeting. Cook seconded the motion. Motion approved.

Meeting adjourned at 9:55 a.m.

**Prepared by:** \_\_\_\_\_  
**Tina Mackel, Public Works & Utilities**