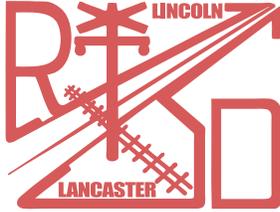


Revised Minutes - December 13, 2002
Corrections Highlighted on Page 3



RAILROAD TRANSPORTATION SAFETY DISTRICT

Board Meeting
December 9, 2002

Meeting Began At: 09:00 A.M.

Meeting Ended At: 09:30 A.M.

Members Present: Coleen Seng, Ray Stevens, Jonathan Cook, Glenn Friendt, Bob Workman

Members Absent: Larry Hudkins

Others Present: Roger Figard, Karl Fredrickson, Fran Mejer, Dick Nuernberger, Bruce Sweney, Charlie Wilcox, Virgil Dearmont, Tom Leikam, Harlan Layton, Tina Mackel

Order No. 02-25 Call to Order. Approval of the Previous Minutes.

Seng called the meeting to order. Friendt motioned to approve the minutes. Workman seconded the motion. Motion approved 5-0.

Order No. 02-26 Report of Treasurer.

Dick Nuernberger presented the treasurer's report. As of November 13, 2002, the District had investments in various banks totaling \$11,322,953.40. As of November 26, 2002, a balance of \$1,303,127.68 was carried in the District's checking account. As of October 31, 2002, the County Treasurer's balance for the District was \$716,882.73.

Wells Fargo was inadvertently left off of this list with \$1,000,000.00 which altered the original hard copy total to \$11,322,953.40. We are currently getting about 2% on interest rates.

Workman motioned to approve the treasurer's report. Stevens seconded the motion. Motion approved 5-0.

Order No. 02-27 Budget to Date.

Figard handed out the budget sheet (5 months into the budget year) showing what we have spent to date thru November 30, 2002. There have been no outstanding expenditures, problems or concerns. The budget sheet was provided merely for review.

Order No. 02-28 Project Update.

Figard updated the Board on projects.

- 3rd & A Street - On budget and ahead of schedule slightly.
- A Street and Salt Creek Bridge - The City continues to work on the design. The City is looking at trying to bid shortly after the 1st of the year. As 3rd & A continues, the Salt Creek Bridge would follow along and tie into the 3rd & A project.

Dearmont from County Engineering updated the Board on County projects.

- Firth Road Overpass- Still experiencing difficulty getting the right-of-way, have a couple of condemnations scheduled for the 18th. Tentative letting date for the Firth Overpass is January 22, 2003, hope to start March 24, 2003 and complete it by November 21, 2003.
- South 68th Street Overpass - Currently being designed, consultants working diligently to select whether or not we want to have 2 bridges, still in the preliminary stage.

Stevens asked if the Hickman overpass is in the budget.

Figard replied that the District has already budgeted for our share of the design in assisting the County and is already paid for. The construction of the overpass is proposed in 05-06 and 06-07.

Stevens asked if the \$2,500,000.00 in the budget for the Firth Road Overpass includes construction.

Figard replied that the money will be used towards buying right-of-way and any design and construction. The construction should take about 8 months. The draft budget being presented in March or April will have several projects that we'll suggest some additional money for the next fiscal year because of projects not yet done.

Friendt asked if there have been any problems with emergency services in the 3rd and A Street area.

Figard stated no problems have occurred. The City with the District built an emergency access off of Capitol Parkway West down to 1st Street which allows access for the Lincoln Fire Department.

Order No. 02-29 Southwest 40th Street Interlocal Agreement.

Figard highlighted the corridor for Southwest 40th Street. In the long range plan, Southwest 40th was considered to be one of the primary corridors to serve access north and south from O Street. The RTSD continues to remain a funding entity which lets the City and County do the planning, contract work and study work. One reason is because the City and County do not pay

sales tax. The City went back to Phase I to determine whether or not Southwest 40th Street area could be closed. It was concluded that the neighborhood does not want it closed.

Figard referred to the second sheet of the traffic study. He stated that it shows 700-800 cars a day driving this road currently. That number is low because traffic cannot get through. The 3rd sheet of the traffic study showed the improved Southwest 40th Street. Over 5,000 cars a day would be using Southwest 40th today if they could get through. The 1st sheet of the traffic study shows what traffic would use that corridor at the end of the planning period. Approximately 19,000-20,000 cars a day would use that in the future. The study that has been done to date shows that Southwest 40th needs to remain an important corridor. We need to make sure people have some way of getting across the railroad tracks safely. Phase I of the study would indicate that it is important to keep Southwest 40th Street open to serve that southwest quadrant of the community in the next 25 years.

The RTSD had budgeted \$250,000.00 for study activity in this fiscal year for this work. Phase I was estimated at \$40,000 and was completed for \$36,342. By signing the interlocal agreement, the District would be agreeing to reimburse the City for work already done and to move into Phase II. Phase II goes into the feasibility of how we construct the overpass and get some of the environmental analysis done so that we can go into construction drawings. The estimate for that work is \$95,000. The City has entered into a contract with the consultant for a total of \$92,600 to do that work in the next few months. By springtime, that work should be completed and would be in a position to recommend moving ahead into construction and final design drawings.

Stevens asked if the southern paved part of Southwest 40th belongs to the County.

Figard replied that the County part is paved, but the City part is not. These plans do not necessarily include getting the street paved. It deals with the grade separation structure at the tracks. The County really needs to replace the bridge on Middle Creek south of the tracks. They have been holding off because we do not want them to spend any money and then have to be reconstruct it if we build a grade separation.

Friendt motioned to approve the authorization of Coleen and Roger to sign the interlocal agreement which authorizes the District to reimburse the City for Southwest 40th Street studies. Cook seconded the motion. Motion approved 5-0.

Order No. 02-30 Non-Agenda Items.

Harlan Layton stated problems with the visibility and railroad crossing at Northwest 91st Street. He would like to see the traffic north of the railroad diverted to Northwest 98th Street after the crossing is closed.

Figard stated that he will revisit with the County on that issue.

Friendt motioned to adjourn the meeting. Stevens seconded the motion. Motion approved 5-0. Meeting adjourned.

Prepared by: _____
Tina Mackel, Public Works & Utilities