



## RAILROAD TRANSPORTATION SAFETY DISTRICT

Board Meeting  
September 11, 2007

Meeting Began At: 8:32 A.M.

Meeting Ended At: 9:36 A.M.

Members Present: Deb Schorr, Bob Workman, Ray Stevens, Dan Marvin, Robin Eschliman

Members Absent: Ken Svoboda

Others Present: Roger Figard, Randy Hoskins, Bruce Sweney, Susie Filipi, Alicea McCluskey, Dick Nuernberger, Fran Mejer, Tina Queen, Kurt Micek, Rick Haden, Murthy Koti, Harlan Layton, Gary Irvin, Scott Monroe, Larry Yobel.

### **Order No. 07-16 Call Meeting to Order. Approval of Previous Minutes.**

Stevens motioned to approve the previous minutes. Marvin seconded the motion. Motion approved 5-0.

### **Order No. 07-17 Report of Treasurer.**

Nuernberger presented the treasurer's report. As of August 29, 2007 the District had investments in various banks totaling \$4,417,985.64. As of August 31, 2007, a balance of \$6,558,413.65 was carried in the District's checking account. As of August 29, 2007, the County Treasurer's balance for the District was \$1,484,766.83.

Nuernberger clarified that the balance in the checking account is around \$10,000. Most of the \$6,000,000 is in interest bearing accounts.

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

### **Order No. 07-18 Approve 2007/2008 Budget.**

Figard reported no changes to the budget since the last meeting. The County Board set the levy for the District at 0.026. Figard reminded the Board that they did receive a copy of the financial report from Micek and Crouch and called the Board's attention to page 22 in which they reviewed and found no material weaknesses and control in good order.

Workman motioned to approve the budget as presented at the previous board meeting. Marvin seconded the motion. Motion approved 5-0.

**Order No. 07-19 Antelope Valley Interlocal Agreement.**

Figard stated that each year the RTSD prepares a capital budget for projects. An interlocal agreement is used as the official document in which the RTSD acknowledges the willingness to provide financial support. The City and County would then accept ownership and responsibility by also signing the interlocal agreement.

Marvin motioned to approve the Antelope Valley interlocal agreement and to authorize the Board Chair and Executive Director to sign the agreement. Stevens seconded the motion. Motion approved 5-0.

**Order No. 07-20 Harris Overpass Interlocal Agreement.**

Stevens asked for a tentative plan in terms of closing and opening.

Figard stated that the plan is to close Harris Overpass after the last home football game and to reopen in approximately one year. Rosa Parks Way, 10th Street, and Sunvalley can be used as alternative routes.

Marvin motioned to approve the Harris Overpass interlocal agreement and to authorize the Board Chair and Executive Director to sign the agreement. Stevens seconded the motion. Motion approved 5-0.

**Order No. 07-21 Southwest 40th Interlocal Agreement.**

Figard stated he is still working with the railroad. Money transferred for this project will be for needed expenditures and the full amount will not be transferred until there is a construction contract.

Marvin motioned to approve the Southwest 40th interlocal agreement and to authorize the Board Chair and Executive Director to sign the agreement. Stevens seconded the motion. Motion approved 5-0.

**Order No. 07-22/07-23 South Lincoln/South Salt Creek Quiet Zones.**

Rick Haden did a power point presentation. See attached.

Workman asked what the alternative is for the driveway closure on Pioneers.

Haden replied that it is a land locked piece and has a drainage way to the east of the driveway and railroad to the west. The driveway is probably not an approved access. The land is used as a storage area for a lawn service.

Marvin asked about moving the sidewalk on D Street closer to the roadway.

Haden stated that there are three crossings identified at this location. Each of the sidewalks is identified as a separate crossing and the roadway is the third crossing.

Stevens asked about Alternative C - the closure of D Street. The sidewalks would also be closed and would not prevent anyone from walking through.

Haden would recommend fencing in the immediate area of the crossing.

Stevens stated that Pioneers and Saltillo will eventually become divided four lane roads. Much of this work being done will have to be redone. This would be a good time to look at making Saltillo a four lane road and do it along with the quiet zone. Same with Pioneers.

Figard replied that with the South Beltway and the federal funding slowing down, the west bypass upgrades to freeway which would affect Pioneer and Old Cheney will not occur until the south beltway portion is completed. The quiet zone will have 10-15 years of age before these other improvements move ahead. The gates, lights and curbs would have to be redone. The recommendation would be to move ahead with the quiet zone. The County Engineer's office has been included in the studies and they are in concurrence with the general suggested improvements at each location.

Stevens stated that in the future, 14th and Yankee Hill should be a grade separated crossing.

Figard stated the LRTP suggested that the future traffic would use 14th and then use Yankee Hill over and 27th as the corridor down to the beltway and would de-emphasize 14th as the major corridor.

Marvin asked Haden to discuss a previous discussion that they had regarding 14th and Yankee Hill and the LRTP.

Haden stated there was a plan developed that Public Works provided that shows future widening of Yankee Hill Road and would coordinate this proposed plan with the other plan. There is a joint on the north leg median that was laid out so that when Yankee Hill is widened, the median could be cut back. Good engineering was done to plan ahead. There is also adequate right-of-way to the north.

Schorr asked if the District would be paying for the widening of Yankee Hill.

Haden replied yes.

Workman stated that the south section should be done. \$235,000 seems reasonable. The beltway will give some relief to these intersections.

Figard stated a draft policy on quiet zones was presented. Both of these areas generally meet that criteria.

The cost is reasonable and seems logical that crossings 5 and 6 (Park and South) be included with the four south crossings. The total for that work would be just under \$300,000. There is \$700,000 in the emergency and safety funds. Interlocal agreements would need to be entered into with the County and City. The District would agree to pay for the engineering and getting ready for construction phase services on all six crossings but leave it to the discretion of the Don and himself as to whether the District enters into the engineering contract or to have the City or County do it. The railroad always take the opportunity to protect themselves. Anytime there is an agreement for a crossing where wayside horns are installed, the railroad is asking for additional liability insurance that holds

them harmless in case of accident. Numbers are being thrown around in the \$6 - \$10 million range per location. The City and County, if they take on ownership and maintenance, would also be responsible for maintaining an insurance policy on an annual basis which could be \$3,000 - \$10,000 per year. The railroad can ask for an agreement where the RTSD would put in the wayside horns. Any upgrades of equipment could be done by the RTSD and not have a separate agreement and not get hooked into liability insurance. There are some unique challenges for the South Salt Creek neighborhood in regards to access for pedestrians and vehicles.

Hoskins stated that LB79 was passed by the legislature unanimously. Any crossings that are unprotected (no lights or gates) and are within a quarter mile of another crossing that does have lights or gates, those unprotected crossings need to be closed. There were eight locations identified in Lancaster County. One was in the County and seven in the City. The one in the County was a dead-end road and was the only access into properties. This one will not be closed. Two of the City crossings have already been closed or the rails have been removed. There were two located on Fletcher between 56th and 70th. Nothing should come of those because Fletcher is a major roadway and would cut off access. 70th Street just south of Fletcher also has a spur across it that ends on the east side of the road and don't believe anything will happen with this crossing either. The only two that would be recommended for closure would be on B and C at 5th. NDOR should be sending a report on their recommendations. If there is a disagreement, a professional engineer would need to do a study. Some funding was allocated: \$5,000 from NDOR, \$5,000 from the railroad and up to \$12,000 for crossing closure costs.

Schorr asked if funds are allocated for an appropriate crossing on Old Cheney.

Haden would propose to install the sidewalk where it would be immediately adjacent to the railroad signals that are in place. The dollar amount for the sidewalk is included in the estimate.

Figard added that putting in the sidewalks and moving the pedestrians to where they should move is consistent with the mission of the RTSD. The cost of installing those sidewalks would be appropriate for the Board to approve.

Workman asked about the status of the Cornhusker Highway project.

Figard replied that the goal is to get to construction and complete that before the end of the year. It could delay into the spring because of costs and equipment. Contracts have not been let yet.

Stevens asked what the time frame would be for the South Lincoln quiet zone and if the Board were to wait on making a decision on this until the December meeting.

Figard replied that time would be lost in moving ahead with interlocal agreements, engineering contract and design.

Schorr asked how long the delay would be in regards to the other four crossings.

Haden replied that Harris won't be done for another year and wouldn't get into implementation until the overpass is done.

Figard added that continuation of meeting with the neighborhoods should continue. Time is needed to evaluate all the pieces and parts and to see what happens with LB79.

Gary Irvin - "I'm the South Salt President. I agree with you as to taking our time with this D Street. As far as the people that participated, it was a very small amount of people that took and put in these. I think we need to get, and as Roger said, need to have more input from the neighborhood and the participants of that neighborhood to what needs to happen with that intersection especially D Street and the closing of 1st Street. Those are very important ones. D Street is the only thing that ties those two sides of the neighborhood of that track. We've already had incidences of A Street being closed and that was the only way you got across there. So we don't want to clearly close that one."

Workman motioned to approve the South Lincoln Quiet Zone and to include crossings 5 and 6 (Park and South) into the implementation phase of this Quiet Zone and also to delay the remaining work for the South Salt Creek Quiet Zone until the Harris Overpass is complete. Marvin seconded the motion. Motion approved 4-1.

**Order No. 07-24 Other Project Updates.**

No project updates at this time.

**Order No. 07-25 Non-Agenda Items.**

Schorr added that the next RTSD Board Meeting will be held on Monday, December 10, 2007 at 8:30 a.m.

Meeting adjourned.

Prepared by: \_\_\_\_\_  
Tina Queen, Engineering Services