



RAILROAD TRANSPORTATION SAFETY DISTRICT

Board Meeting

March 9, 2010

Meeting Began At: 8:15 a.m.

Meeting Ended At: 8:57 a.m.

Members Present: Deb Schorr, Ray Stevens, Doug Emery, Eugene Carroll, Bob Workman, Adam Hornung

Others Present: Roger Figard, Tina Queen, Bill Kuester, Fran Mejer, Susie Filipi, Harlan Layton, Gary Irvin, Randy Hoskins, Dick Nuernberger, Rick Haden, Murthi Koti.

Order No. 10-01 Call Meeting to Order. Approval of Previous Minutes.

Schorr called the meeting to order.

Carroll motioned to approve the previous minutes. Stevens seconded the motion. Motion approved 5-0. Emery was absent during this motion.

Order No. 10-02 Report of Revenue and Expenditures.

Mejer presented the revenue and expenditures report for July 1, 2009 thru January 31, 2010

Cash Held by County

- Beginning Cash Balance = \$388,289.62
- Total Revenues = \$2,354,480.00
- Total Expenditures = \$2,046,586.58
- Ending Cash Balance = \$696,183.04

Cash Held in RTSD Checking Account

- Beginning Cash Balance = \$4,017,669.57
- Interest Income = \$14,361.77
- Transfers In = \$2,072,880.81
- Operating Expenses = \$13,331.65
- Construction Projects = \$866,923.13
- Total Cash = \$5,224,657.37

Investments

- Total Investments = \$5,661,605.43

RTSD Cash & Investment Balance = \$10,886,262.80

Hornung motioned to approve the report of revenue and expenditures. Stevens seconded the motion. Motion approved 5-0. Emery was absent during this motion.

**Order No. 10-03/10-04 Current Budget Status, Project Updates, Committee Updates.
Draft 2010 - 2011 Budget & CIP.**

Figard highlighted:

- NCUTCD - Summer meeting is in Chicago, committee wants to produce a new manual by 2014.
- Operating Expenses - will be billed out and paid before the end of the year, \$48,000 budgeted.
- Supplies - will continue to budget \$1,000.
- Other Services & Charges - keep the budgeted amount at \$24,400.
- Operating Budget - will remain the same.
- Crossing Improvements
 1. continue to show \$250,000 for City and \$50,000 for County.
 2. crossing work at 4th and J is done but have not been billed yet.
 3. one crossing is not listed under County - gate and light improvements being proposed by the State and County at 82nd and Panama, the District agreed to pick up the 5% local share at \$15,500, work should be starting soon before they start on the Hickman Viaduct.
 4. handout regarding potential projects - would be budgeted under City Miscellaneous, Pioneers Boulevard west of Highway 2 was done in 2009 but haven't received a bill yet, there is no requirement to bill the RTSD within a certain amount of time.
 5. Adams/NW 12th - District will be getting a refund from the City. The District was billed and paid a little over \$185,000, but only \$135,000 was budgeted. The District agreed to help the City in paying the local share on the \$660,000 project. There was never a separate interlocal agreement and the project grew in cost. Figard will be requesting that the City refund the District anything over 20% of the \$660,000.
 6. OPPD @ 91st - carry over, project is developer driven and nothing has happened out there.
 7. W Pioneers Boulevard - County and State are working on a possible agreement to put in new gates and lights, showing a possible participation of \$10,000.
 8. OPPD @ 84th - possibly starting in 10/11, not showing any budgeted money.
 9. Antelope Valley - shows a remaining balance but the bill has gone through and should be paid soon, RTSD is done with the participation of this project.
 10. Harris Overpass - should be \$100,000 in next year's budget, the CIP sheet shows \$100,000 in 11/12 which is wrong and will be moved back to 10/11, the intention is not to spend the remaining the \$342,000 and another \$100,000, the \$100,000 is for bills that may drag into the next year, the reimbursement for lighting has already been taken care of.
 11. South 68th & Hickman - project on track, budgeted request is a little over \$3.9 million, the cost estimate went up about \$600,000 - \$700,000, the budget request from the District went down about \$1.5 - \$1.7 million because the County has secured communication information from the State that the Train Mile Tax of \$2.5 million will be coming to the County.
 12. Southwest 40th - carry over, more to come on schedule and timing at the June meeting.
 13. Salt Creek Railroad Underpass - NRD continues to work, carrying that money over.
 14. Miscellaneous Engineering - spent \$1,200, propose to show \$100,000 for flexibility.
 15. OL & B Railroad & 18th - increasing budget to \$725,000 which will include the \$100,000 carry over and some contingency, intent would be to demo and construct the trails bridge in 10/11.

16. Emergency & Safety - added \$25,000 for flexibility.
17. Quiet Zone BNSF 33rd & 70th - corridor is complete, budget shows a negative in 09/10, the board approved increasing the budget and transferring money to cover all the negatives but the budget sheet does not reflect that.
18. Quiet Zone South Salt Creek - there are a couple pieces of equipment that exist on railroad property that belong to some fiber companies, have to provide access to them and still complete the work, the proposed median at 1st and J and 3rd and J is moving ahead but working with the railroad on some additional issues at 2nd and J and 3rd and J, will require another device on J Street just west of 3rd to close the crossing, there would be an active gate that would be closed except for those private utility companies that could open that gate and go over to their cabinet, J Street would be closed to the public, could be a swinging gate like what is on the interstate ramps, budget was increased by \$100,000.
19. Quiet Zone 14th & Yankee Hill - moving ahead, money carrying over.
20. Quiet Zone Waverly - installing medians may be feasible, not sure if circuitry will be required by the railroad, proposing to add \$10,000 to the 10/11 budget, the Mayor and City Administrator of Waverly have been very supportive and helpful.
21. Haymarket - zero balance in the 10/11 budget, has been some preliminary conversations with City Finance, the District has been asked to participate in the West Haymarket project similarly to the way the RTSD participated in the ball park pedestrian overpass, the RTSD contributed \$1 million to a \$3.5 million project, will have a more solid number for the June meeting.

Schorr asked how the levy rate will affect this budget.

Figard replied that in the current cash flow projections, the 10/11 tax revenue was calculated using the 09/10 valuation. The 11/12 is calculated for a 1% increase. Adjustments can be made.

Hornung asked for a description of the Southwest 40th and 68th/Hickman projects.

Figard replied that the 68th/Hickman project includes the main road that goes south from Lincoln and through Hickman to Norris High School. The BNSF tracks run across 68th Street at the south edge of Hickman. The County Engineer's office is working with the Department of Roads and the railroad to program a new viaduct for that area. The RTSD has been a partner in funding 50% of the project. This should go to construct later this summer and take approximately two years to complete. The Southwest 40th project is managed by the City with the RTSD being the primary funding agent. The Department of Roads will be providing Train Mile Tax money. There is some County bridge money as well. This would provide back door access to the new jail.

Order No. 10-05 Engineering Contract Amendment with FHU for South Salt Creek.

Figard referred to the letter from Kyle Anderson and Rick Haden. There were challenges at 2nd and J and 3rd and J. FHU has put in more time and effort as they work to find solutions to move the project ahead. This request is to increase their contract by \$8,500. There is sufficient money within the current budget to cover that amount. There are also access issues at 4th and J.

Stevens asked about the property that doesn't have access.

Figard replied that the property might get sold to an entity. Access could come off 4th Street. There is alley access off 4th Street. If that doesn't happen, J Street would be kept open far enough west from 4th to provide access to that property.

Workman motioned to approve the engineering contract amendment with FHU for South Salt Creek and authorized the Executive Director and Board Chair to sign the contract amendment. Carroll seconded the motion. Motion approved 6-0.

Order No. 10-06 Resolution - Contracts & Amendments.

Figard stated that this is for the Board to weigh in on when the Board Chair and Executive Director are authorized to increase contracts. This resolution reiterates that the District has the authority to enter in to contracts and requires engineering consulting in using the City of Lincoln's certified list of consultants. Also, if contracts have been authorized by the Board, the Executive Director and the Chair are authorized to subsequently execute amendments to those contracts, such as we did with FHU, providing there is adequate money in the project budget to do that. If there isn't money in that account, then it would be appropriate to bring it to the Board for consideration to adjust the budget.

Stevens motioned to approve the resolution for contracts and amendments and authorized the Executive Director and Board Chair to sign the resolution. Carroll seconded the motion. Motion approved 6-0.

Order No. 10-07 Resolution - Grading Crossing Maintenance & Repair.

Figard stated that he has authorized payments for invoices listed in the railroad crossing improvements. The Chair has signed off on those as well. The intent of this resolution is to specifically acknowledge and authorize that the Executive Director and Board Chair can sign those invoices provided that the amounts do not exceed the amount budgeted for the repairs.

Workman motioned to approve the resolution for grading crossing maintenance and repair and authorized the Executive Director and Board Chair to sign the resolution. Carroll seconded the motion. Motion approved 6-0.

Order No. 10-08 Non-Agenda Items.

Harlan Layton - "I think that you people should think about maybe moving the Amtrak that goes up from Denton into here and bring them around the yard through the yard even if the Haymarket doesn't go through or does go through. That way you could eliminate the crossing on West A, Folsom, West Van Dorn, Calvert and Coddington. And if Yankee Hill doesn't use any freight service, then South 56th Street could be closed. If we close them, then the railroad has got to kick in some money too as far as that goes. When Amtrak comes through there 60 miles an hour and we've already had two people killed. One of them was November 19th of last year and West A had one a year before that coming up South Folsom run into the side of Amtrak. That was an accident that could be, the one on Folsom my personal opinion was accidental on purpose. But the only safe crossing is either over under or we don't have any. I mean you put these gates down and all that stuff. People run around them if they want to. You can put up concrete in the middle and they'll go around it. It's just one of those things. I think that you could run Amtrak around through the yard and get it out of that area down to there and eliminate some of that stuff."

Workman asked if there would be a reason why Amtrak wouldn't want to go through the yard.

Harlan Layton - "Well no, but the railroad, if they go through the south, if you run them from Denton up and come in the south end of the yard and along the south side of the yard, that track basically is gonna have to be CTC'd. I mean the Amtrak is not gonna come through there and have to look out for switches. It's not signaled or anything like that. So somebody is gonna have to come up with the money to CTC that track through there basically by itself so Amtrak can get through there on the signals and this kind of stuff. Otherwise the conductor doesn't want to get out and turn the switches. And I don't know what that would cost, but if it saves one life it's worth it. I don't care what they say. Then you can eliminate going through that southwest district down through there and won't be blowing the horn either so we won't have to pay for putting up a solid crossing down there too. And as far as South 68th and Hickman we gotta figure out a way to get to that park because as soon as that is planned that rail is gonna be another track up through there. It's gonna be a double track and going right up by where the baseball fields and everything is and that crossing there where you get into there is gonna have to be fenced because people are gonna go across there if it's not. And you got a train that is going by and setting there, the tail end gets by and here comes another one, a kid is going to cross there and somebody is going to get nailed. And you got two options, you can come in from the south of 68th and around or come up off of the road west out of there, I don't know what the name of it is right now, but come in from up from the north. There should be some way of getting in there without crossing that crossing there and put a walkway over the crossing for people who want to walk and put a fence there and then the automobiles probably better go up on the north end because you don't have to cross the creek. If you go down south you got to cross the creek after you go west a little ways."

Workman asked Figard if he had any comments on what Layton said.

Figard replied that it would simply be taking that diagonal track that Amtrak goes down through the South Salt Creek neighborhood and running them through Hobson Yard to the west. 10 - 15 years ago it could have been a \$20 - \$25 million project. Not sure what the cost would be with the work the railroad is doing today. It would require running another track or getting track controls all the way through Hobson Yard and out the west end. It is something that merits consideration.

Stevens stated that he will be absent at the next board meeting.

Schorr adjourned the meeting.

Next meeting will be held on Monday, June 7, 2010 @ 8:15 a.m.

Prepared by:



Tina Queen, Engineering Services