

RAILROAD TRANSPORTATION SAFETY DISTRICT

Board Meeting

Tuesday, September 11, 2012

Meeting Began At: 8:18 a.m.

Meeting Ended At: 8:56 a.m.

Members Present: Deb Schorr, Doug Emery, Brent Smoyer, DiAnna Schimek

Members Absent: Larry Hudkins, Adam Hornung

Others Present: Roger Figard, Tina Queen, Liz Thanel, Susie Filipi, Randy Hoskins, Bill Kutilek, Harlan Layton, Silas Clarke, Dave Dykmann, Doug Rix, Kurt Micek

Order No. 12-16 Call Meeting to Order. Approval of Previous Minutes.

Schorr called the meeting to order.

Smoyer motioned to approve the previous minutes. Schimek seconded the motion. Motion approved 4-0.

Order No. 12-17 Statement of Receipts & Disbursements & Investment Detail.

Thanel presented the statement of receipts and disbursement, investment detail and revenue report detailing revenue and expenditures for the prior fiscal year. Over half of revenues have been collected for the current year because the second half of taxes at the 2.6 cents were collected on August 1, 2012. Commissions are higher because some of the revenues later on this year will not be commissioned. There are some two year investments that are averaging 1%. Most of the investments are at one year averaging 1/2%.

Schimek motioned to approve the statement of receipts, disbursements and investment detail. Smoyer seconded the motion. Motion approved 4-0.

Order No. 12-18 Current Budget Status, Project Updates, Committee Updates.

Figard highlighted a few items:

- Denton called about a condition of a crossing. Figard is communicating with BNSF to get an inspection done.
- 91st & Yankee Hill - No development work going on that would cause the crossing to move ahead immediately. \$20,000 is for the County & NDOR to put in gates and lights on West Pioneers. The RTSD is paying the local share.
- West Haymarket - Most of the tracks have been removed, and the JPA should be sending an invoice soon.
- Hickman - \$10,000 is budgeted for any final cleanup. The RTSD received a check from the County for \$144,100 because it came in under budget.

- Southwest 40th - There is a signed construction and maintenance agreement with the BNSF Railroad. All the right-of-way is procured. There will be a letting this fall with construction to begin in late Winter/early Spring.
- Salt Creek Underpass - The NRD is making process.
- Quiet Zones - South Salt Creek & 14th & Yankee Hill - Both are completely established. Final change orders are going through.
- Waverly (Doug Rix) - "I'm happy to report we're closing on the last two properties Thursday morning that we need for the new drive for the two acreages east of Millard Lumber. We received the updated agreement from Burlington yesterday for the 148th Street crossing improvements. We already have the agreement in place for the 141st Street crossing. The consultant Schemmer is completing the plans and specs. They should be completed within the next several weeks. We're planning to bid the project out in October with the improvements starting first part of April and being completed by the end of August next year. It took a while to get it going but we're on the fast track now."
- Hickman (Silas Clarke) - "We appreciate the support in moving forward, and we have a lot easier project than Waverly. We will begin working on getting a temporary easement and moving forward once it is approved and getting agreements in place with the railroad and bidding out the project. It should hopefully happen and go fairly smooth. The goal is to bid in the Fall with construction in the Spring."

Emery wanted to clarify that most of the RTSD's money is tied up for future projects.

Order No. 12-19 Approve 2012 - 2013 Budget & Audit.

Figard stated that the proposed budget for 2012/2013 has an operating budget of \$76,250. It has a net construction cost budget of \$13,021,900 with a total operating and construction budget of \$13,098,150.

Schorr asked if there are any differences as a result of the change in the levy rate. Figard replied no. The cash supports the balance. The one cent levy only affects the revenues that will be coming in over the course of the year.

Figard presented a schedule that showed the levy, tax year, and tax request and how the levy rate has been something other than 2.6.

Schimek asked about the change in 1997. Figard replied that it started in 1994 just under a penny. Leading up to that point, the cash balance had begun to grow and no projects were ready to go. In the early 90's, the Board reduced the levy request down to one cent and kept it there until 1997 when the RTSD was ready to go ahead with some projects.

Smoyer stated that he would like to add \$200,000 in the budget to do a study for the 33rd/35th & Adams project.

Schimek asked Figard if \$200,000 is adequate.

Figard replied that it's a good start. Extra money can always be budgeted next year to supplement. There are other categories within this budget to add money during this fiscal year as well. An RFP would need to be written. Figard would like the contract to be held by the RTSD, not the City. This addition would not affect the budget or the levy. It would simply reduce the available cash by \$200,000.

Smoyer motioned to add \$200,000 into the budget for the 33rd/35th & Adams engineering study. Schimek seconded the motion. Motion approved 4-0.

Smoyer motioned to approve the 2012 - 2013 budget. Emery seconded the motion. Motion approved 4-0.

Kurt Micek presented the audit report for year ending June 30, 2012. Micek referred to page 6 which indicates there is property tax receivable of \$2,043,605 that is not reflected in the budgeted financial statement or the cash basis financial statements. It does not indicate the payable amounts that are down below that total \$355,375. These are accrual method changes as compared to the budget statements. The RTSD does not use any bonding authority. There is approximately an extra \$6 million over and above the capitalized amounts approved which is sitting there for future projects. The bonding authority information is stated in the budget documents.

Smoyer motioned to approve the audit. Schimek seconded the motion. Motion approved 4-0.

Order No. 12-20 Interlocal Agreements.

Figard stated that the RTSD uses two steps in approving and dispersing money in trying to assist both the City of Lincoln in addition to the City of Hickman, City of Waverly as well as Lancaster County. Interlocal agreements are used as the official approval of the Board to transfer funds.

- Southwest 40th Overpass
- South Lincoln Quiet Zone - clean up stage
- South Salt Creek Quiet Zone - clean up stage
- West Haymarket - track removal
- Hickman Quiet Zone
- Hickman Viaduct - clean up
- Waverly Quiet Zone

Schorr asked if there are any more quiet zones being requested.

Figard replied that Lincoln is pretty well taken care of. Denton might come forward. There is still the Amtrak line running through Lincoln that diagonals to the southwest. There are crossings at A Street just east of Salt Creek and 1st and G. It would be good if the District continues that the line gets consolidated through Hobson Yard to the west and eliminate that line that creates a triangle in South Salt Creek where there is a concern for emergency service. The Highway 2 corridor is not quiet.

Smoyer motioned to approve all the interlocal agreements presented. Schimek seconded the motion. Motion approved 4-0.

Order No. 12-21 Petitions/Letters/Requests.

N/A

Order No. 12-22 Non-Agenda Items.

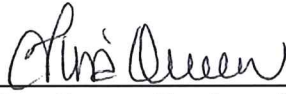
Harlan Layton - "Each of you should have a copy of this. I don't know what year it was but it was a study on Old Cheney and 14th Street. It shows closing Old Cheney at Warlick and curving a road around the east side of the church over to Warlick. It would take that traffic going down to Old Cheney and crossing the

railroad tracks over onto Warlick and back around and that way the railroad crossing could be eliminated down there on Old Cheney. And closing it up there on Warlick, it might help on the people that are studying because this here just showed a straight four way crossing with stop signs and everything and they are working on something else. If that could close that there, it might come up with something that would work better. The people that attend that church, they don't have to go around through the neighborhood and that kind of stuff and eliminate another crossing period because silent crossings is not safe as far as I'm concerned. That little gate don't keep nothing down."

Figard stated that the study is going far enough west to be able to deal with the connection of how Old Cheney would come in and hook up to Warlick Boulevard. It doesn't go on down into the park. That's still a requirement and a piece of when the NDOR wouldn't move ahead with the South Beltway and the upgrading of Highway 77 to freeway status. They have to re-study Old Cheney and determine whether it goes over, doesn't connect, or is closed. The City consultant and study for 14th and Warlick and Old Cheney is analyzing traffic with all scenarios.

The next Board meeting will be held on Monday, December 10, 2012 @ 12:30 pm.

Smoyer motioned to adjourn the meeting. Schimek seconded the motion. Motion approved 4-0.

Prepared by: 
Tina Queen, Engineering Services