



RAILROAD TRANSPORTATION SAFETY DISTRICT

Board Meeting
Tuesday, June 21, 2016

Meeting Began At 11:05 a.m.

Meeting Ended At: 12:15 p.m.

Members Present: Deb Schorr, Lerion Gaylor Baird , Roy Christensen, Bill Avery, Cyndi Lamm, Todd Wiltgen

Members Absent: None

Others Present: Roger Figard, Janelle Carnahan, Liz Thanel, Bill Kutilek, Tony Jerina, Justin Petersen, Rick Haden, Susie Filipi, Kris Humphrey, Pam Dingman, Jennifer Durow, Shawn Robinson, Doug Holle, Sarah Hartzell

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

Christensen moved to approve the previous minutes. Avery seconded the motion.
Motion approved 6-0.

Order No. 16-08 Statement of Financial Activity

Thanel presented the statement of Financial Activity as of May 31, 2016. She pointed we are near the end of the fiscal year which ends June 30th. Total receipts are \$3,333,819.00 which is 7% over the budget. Disbursements: Commissions are at \$60,763.00, Operating Costs are only \$26,289.00 right now. She is expecting an invoice at 25% for Figard's salary for the Interlocal in June so that will increase to approximately \$75,000.00. Construction project costs are at \$999,000.00 for the year. Total fund balance is \$16,341,490.00. Wiltgen inquired on the \$7 million in construction costs that have not been dispersed. Thanel explained about \$4 million has not been used yet under the South Beltway project.

Wiltgen moved to approve the Statement of Financial Activity.

Christensen seconded the motion. Motion approved 6-0.

Order No. 16-09 Current Budget Status

Figard highlighted the following items:

His expectation is that there will be \$15-20K left in the operating budget at the end of the month. We've spent just under a \$1 million dollars this year for capital projects. The majority of the C.I.P. money has been spent on the 33rd & Cornhusker & Hickman Quiet Zone. There will be approximately \$6.5 million left to carry over to be budgeted for next year for cash flow & other projects.

Order No. 16-10 Project Updates & Committee Updates

Construction Projects

BNSF Update. Figard met with the Assistant Director of Public Projects, Lynn Leapfried, on May 31 who is housed out of Minneapolis & also met with the Director of Public Projects & the two Assistant Directors in Savannah, GA on June 8. It was not necessarily good news where the railroad stands. They are currently

in the process of reorganizing their territories to re-divide the U.S. from three divisions to two. They are looking at the reduction of 2,000 non-union FTE's in their organization in the upcoming year.

County Crossings Update. Figard stated they will try and set up a meeting with the Roadmaster on the crossings and continue to try and assist the County Engineer with repairs.

Interim Improvements at 33rd & Cornhusker & Adams St. There are no current pedestrian facilities or sidewalks at these locations. Later this fall, the railroad will lay in additional crossing panels to the side that would allow sidewalks. Figard would then come back to the Board to ask for some miscellaneous construction money and try to figure out how to connect the sidewalks to the panels.

Committee Updates

Figard attended the NCUTD Meeting from June 8 -10 in Savannah, GA. He stated he is part of Chapter 8 which is the Highway Rail Grade Crossing Committee. They spent a great deal of time discussing where an emergency notification sign should be placed at or near great crossings so would be visible to anyone trapped or stranded on the crossing to call for assistance. The new manual continues to be worked on and is 2-3 years out before being completed. There are some interim guidelines for reflectivity and yellow flashing lights that we can continue to use. He did spend some time with the railroad to talk about projects.

Order No. 16-11 SW Lincoln Quiet Zone Alternative Study Option

Figard reviewed the map and scope of work to the Board. He explained BNSF's Hobsons Yard location and the Hastings line which goes through the South Salt Creek neighborhood, to Yankee Hill and out to Hastings. The Board had commissioned a study for a quiet zone at crossings at F St, A St, Folsom, West South, Van Dorn, Coddington and Calvert. Through the public meetings there were discussions that brought up the idea of a possible different solution than a quiet zone through these areas. Re-route the trains through the Hobson rail yard and make the South Salt Creek neighborhood a no train free zone. The potential spending for the quiet zone is \$3-7 million. He spoke with Olsson Associates and suggested maybe we stop on the quiet zone study and investigate this other option as a viable alternative to a quiet zone. The potential of eliminating trains compared to a quiet zone is very attractive and something he would encourage and recommend. There is a scope of service to study the alternative. There is a fee of \$65,700 to do the study. There would be \$20,000 left in the current SW Lincoln Quiet Zone budget. Figard states there is \$100K for the current budget. He is requesting a motion to suspend the current study of the quiet zone and enter into the current alternative study contract of \$65,700 contingent on approval if the 16/17 budget that has a \$100K. This will be a \$20 – 25 million dollar project but there can be other funding options such as re-location funds, grants, NDOR and the reduction of operating trains will be a cost savings. Figard states he has had verbal conversations with the Railroad and they are open to the alternative study but they are cautious in moving ahead. He hopes by the December meeting there will be feasibility study and preliminary costs and develop a MOU with the railroad on a cost share and their participation that we would bring back to the board. At this point, it is just an idea but feels it is a good idea. Lamm asks Figard if he knows how much the RTSD will be funding to this project. He states he does not know what that dollar amount would be yet. Wiltgen asked what the impact will be on the future development of residential housing if you relocate the line. Figard stated there would be an increased number of trains through West Van Dorn. Gaylord Baird commented the residents East of the line in the Wst Van Dorn would benefit from this as currently they wait for trains on their morning commutes. Shawn Robinson, a resident that lives out by Lee's Chicken, spoke on behalf of the community to share concerns about future noise and cost implications. He was encouraged to come and speak about their support to a quiet zone or an alternative study. Christensen reviewed Figards' request for the alternate study. Justin Petersen with Olsson Associates also added that they will hopefully have a feasibility study prepared by

the December meeting. A time frame can't be laid out until there are more discussions and details worked out with the Railroad and NDOR. Christensen inquired about the current tracks while the project is taking place. Figard replied that they will stay in place until the end when the new tracks are up and running. Gaylor Baird asked if we knew how many residents would be affected by the project. Petersen replied it would be included in the study and presented to the Board.

Christensen moved to approve the Alternate Study Option & begin negotiations with the Railroad regarding the Hobson Yard.

Gaylor Baird seconded the motion. Motion approved 6-0.

Order No. 16-12 **Rock Island Connection to Jamaican N Trail @ Densmore Park**

Sarah Hartzell with Parks & Recreation presented preliminary information and asked for consideration for possible future project participation regarding the Rock Island to Jamaica North Trail Link. She reviewed a map of the trail system in the City of Lincoln. The Jamaican North Trail runs along the old railroad ROW, the City owns it to about half a mile south of Saltillo Rd. and the NRD owns it down to the county line. The issue is that it is very hard to get to from the Downtown/Haymarket area to the trail. The Great Plains Trails Network approached them and is donating \$20K to a study. There are three options on possible routes that Olsson Associates has created. She is not asking for any action right now but will come back at a later date with a formal request for assistance in funding.

Order No. 16-13 **33rd & Cornhusker PEL Study**

Doug Holle with the Schemmer Group, provided a brief presentation on the 33rd & Cornhusker PEL Study. The study started about a year ago. The study is not only looking at the railroad crossings at 33rd and 35th & Adams but also the entire area bounded by 27th St on the West, 48th St on the East, Superior St on the North and Holdrege St on the South. The project's purpose is to eliminate or reduce conflict between vehicles, pedestrians and bicyclists along the rail corridor in the study area, reduce delay, accommodate future traffic in the area, improve mobility and improve multi-modal connectivity in the study area. The design team has held a variety of meetings over the past year: public outreach meetings, two public open house meetings and discussions with various State & Local agencies. A project this size will require funding from not only the RTSD but also entities within the state, local and federal levels. There were about 13 meetings with agencies to ensure there were no environmental fatal flaws with the alternatives that have been developed and after review of the project study, there have not been any fatal flaws that have been identified from the agencies identified. There are four alternative roadway alignments identified, Alternatives B, C, C3 and H. Alternatives C and C23 are recommended for future study in the design phase, and were compared against the "no-action" alternative in the PEL study. Next step is to move into a preliminary engineering phase which includes environmental analysis and is expected to take 2-4 years to complete. Construction would not begin until 2022 or 2023 at the earliest. Christensen and Avery inquired if there will be future opportunities for public contact and communications. Holle responded there will be multiple future opportunities for public contact and communications during the preliminary engineering phase. A draft copy of the PEL study is available at the project website www.33rdcornhusker.com.

Lamm moved to approve the findings from the 33rd & Cornhusker planning and environmental linkages, the PEL Study.

Christensen seconded the motion. Motion approved 6-0.

Order No. 16-14 2016-2017 Budget & C.I.P.

Figard stated there are some minor changes to the C.I.P from what was submitted in March. The Fiscal Year Budget & Expenditure sheet was reviewed. The \$100K budgeted for Southwest 40th was carried over for next year in case it is needed in the upcoming year. The \$100K shown for the Southwest Lincoln Feasibility Quiet Zone was increased from \$70K. The only change is that the overall budget has been increased to \$130K more than what you saw in March. The \$1 million dollars in the 33rd & Cornhusker line item will not be spent until there is an understanding with the railroad on an agreed upon cost sharing for the proposed PEL Study. Avery inquired how Figard came up with the \$1 million dollars. Figard responded it is a projected total of a 12 year C.I.P. This budget is based on next year's tax levy of 1.9 followed by 2.3 and back to 2.6 for three years out. We are solvent under this cash flow scenario.

Christensen moved to approve the 2016-2017 Budget.

Avery seconded the motion. Motion approved 5-0. Wiltgen absent from the vote.

Avery moved to approve the 1.9 cent Levy Request for the FY16-17 Budget.

Christensen seconded the motion. Motion approved 6-0.

Christensen moved to approve the request for the MOU.

Wiltgen seconded the motion. Motion approved 6-0.

Order No. 16-15 Non-Agenda Items/Public Comment

No Public Comment at this time.

The next Board meeting will be held on Tuesday, September 13, 2016 @ 11:00 am. Christensen moved to adjourn the meeting. Avery seconded the motion. Motion approved 6-0.

Prepared by: Janelle Carnahan, Engineering Services