

Centre City  
Development  
Corporation

ITEM #6

DATE ISSUED: February 28, 2007

ATTENTION: Real Estate Committee  
Meeting of March 14, 2007

SUBJECT: Downtown San Diego Quiet Zone Project Update - Areawide

STAFF CONTACT: John L. Anderson, Senior Project Manager - Public Works

REQUESTED ACTION: That the Real Estate Committee receive the project update and provide necessary direction to staff for the Downtown San Diego Quiet Zone.

STAFF RECOMMENDATION: That the Real Estate Committee receive the project update on the Downtown San Diego Quiet Zone.

SUMMARY: The federal government, through the Federal Railroad Administration (the "FRA"), has addressed the quality of life issue of train horn noise in urban areas, in the Final Rule for the Use of Locomotive Horns at Highway-Rail Crossings. In this rule, the FRA set out the regulatory procedures and technical requirements necessary for the implementation of a Quiet Zone in which train horn noise is reduced. In order to qualify for a Quiet Zone designation, additional safety enhancements at the crossings are required to be constructed.

This report provides information on progress to date, next steps to continue implementation of the project, current budget estimates and an explanation of cost increases.

FISCAL CONSIDERATIONS: None.

OTHER RECOMMENDATIONS:

On November 14, 2006, the Redevelopment Agency, by a 7-0 vote, approved the Memorandum of Understanding (MOU) with North County Transit District ("NCTD") to reimburse NCTD for Design Services (Phase Two), (Attachment C).

On January 25, 2006, the Corporation Board, by a 5-0 vote, approved the conversion of two-way G Street to one-way eastbound from Pacific Highway to Front Street, as part of the design for the Downtown San Diego Quiet Zone. Public distribution of a Mitigated Negative Declaration ("MND") for the project is now underway and the conversion with the MND will return for Board action within 60 days, (Attachment D).

On June 14, 2005, the Redevelopment Agency, by a 7-0 vote, approved the Quiet Zone Conceptual Design with the condition that the proposed conversion of G Street from two-way to one-way eastbound from Pacific Highway to Front Street return to the Corporation's Real Estate Committee for further clarification and consideration when the traffic study was completed, (Attachment E).

## BACKGROUND

This proposed project advances the Visions and Goals of the Downtown Community Plan and the Objectives of the Centre City Redevelopment Project by:

- providing safe, efficient transportation systems;
- improving the railroad and street right-of-way grade crossings to the latest standards to maximize public and train safety;
- increasing the quality of life for downtown residents and businesses by reducing the noise associated with train horns; and
- minimizing the conflict between pedestrians, vehicles, and trains.

## DISCUSSION

### DESIGN

Description of the Downtown San Diego Quiet Zone - The federal rules governing the implementation of "Quiet Zones" apply to public right-of-way railroad crossings - vehicle and pedestrian. The Downtown San Diego Quiet Zone physical limit of work consists of all 13 of the public right-of-way railroad crossings north of the railroad freight yard that are in the downtown Redevelopment Area, from the railroad freight yard going north: Park Boulevard, Fifth and First avenues, Front, Kettner Boulevard and G streets, Market, Broadway, Ash, Beech, Cedar, Grape, Hawthorn, and Laurel streets. Park Boulevard is designed and constructed under a separate Centre City Development Corporation project.

Design for the Downtown San Diego Quiet Zone - The design consists of a mixture of improvements to the crossings such as four quadrant gates (added exit gates), pedestrian gates, pre-signals (traffic signals) on the approach crossings, the conversion of G Street to a one-way eastbound street with diagonal parking on the north side of G Street, sidewalk "popouts" at Kettner and G streets, safety striping, median islands, American with Disabilities Act ("ADA") sidewalk improvements, and additional fencing and barrier railing. The design removes and replaces the existing grade crossing controller cabinets and equipment with new cabinets and new equipment.

**COST ESTIMATE**

Project Cost Estimate - The current cost estimate is based on the 25% design. The cost estimate will be refined as the project proceeds (at the 30%, 60%, 90%, and 100% design stages) and the scope of work is further refined. The project is 100% funded with Redevelopment Agency funds. Currently, Quiet Zones are not candidates for state and federal funds. The following is the revised estimated range of costs based on the 25% design:

| <u>Construction Cost Items</u>                             | <u>Estimated Cost Range</u>      | <u>Low</u>          | <u>High</u>         |
|--|----------------------------------|---------------------|---------------------|
| Signing and Striping                                       |                                  | \$300,300           | \$409,900           |
| Traffic Signal(s)  |                                  | \$890,000           | \$1,210,000         |
| Civil  |                                  | \$1,067,750         | \$1,327,050         |
| RR Crossing Renewal-NCTD                                   | (Subject to Negotiation)         | \$0                 | \$308,000           |
| RR Crossing Renewal-BNSF                                   | (Subject to Negotiation)         | \$0                 | \$96,000            |
| RR Signal- NCTD  |                                  | \$2,794,000         | \$2,794,000         |
| RR Signal-MTS  |                                  | \$2,645,000         | \$2,645,000         |
| RR Signal-BNSF   |                                  | \$1,177,000         | \$1,177,000         |
| Exit Gate Management System- South End Only                |                                  | \$442,000           | \$442,000           |
| Asphalt Removal and Replacement for Exit Management System |                                  | \$379,000           | \$492,700           |
| Mobilization and Demobilization 8%                         |                                  | \$775,604           | \$872,132           |
| Total Construction Cost                                    |                                  | \$10,470,654        | \$11,773,782        |
| <b><u>Non-Construction Cost Items</u></b>                  |                                  |                     |                     |
| Design   | (\$998,000 are encumbered funds) | \$1,911,040         | \$1,911,040         |
| Design Support During Construction                         |                                  | \$261,766           | \$294,345           |
| Construction Management                                    |                                  | \$628,239           | \$706,427           |
| NCTD Support   |                                  | \$167,508           | \$167,508           |
| MTS Support  |                                  | \$142,830           | \$142,830           |
| BNSF Support   |                                  | \$68,742            | \$68,742            |
| NCTD/MTS/BNSF Flag Protection                              |                                  | \$280,000           | \$320,000           |
| Total Non-Construction Cost                                |                                  | \$3,460,125         | \$3,610,892         |
| Project Contingency (20%)                                  |                                  | \$2,786,156         | \$3,076,935         |
| <b>TOTAL PROJECT COST</b>                                  |                                  | <b>\$16,716,935</b> | <b>\$18,461,609</b> |

Revised Cost Estimate -

There are a number of factors that contributed to the increase in costs from the original estimate of \$3,003,550 for construction and \$574,600 for design for a total project cost of \$3,578,150. This cost estimate was provided to the Corporation in June 2005 as part of the Conceptual Design Board report (Attachment E). A revised cost estimate was provided to the Redevelopment Agency in November 2006 as part of the NCTD MOU Design Services (Phase

Two) and Project Update report (Attachment C) of \$5,240,000 for construction and \$1,616,000 for design for a total project cost of \$6,856,000. Cost increases between June 2005 and now are attributed to the following factors:

- The current cost estimate is based on the project at 25% design rather than the original conceptual design in 2005. The actual design started October 2006 and is at the 25% stage;
- The project did two studies that were completed later in the project that revised the scope of work- a Queuing Study (vehicles queuing on tracks), and a Pedestrian Study (sight visibility and queuing of pedestrians on tracks);
- The conceptual design used the existing railroad controller cabinets and existing equipment. As the design progressed, technical requirements and outdated equipment made it impossible to reuse any of the railroad controller cabinets and existing equipment that run the crossing gates and bells. The current design replaces all the railroad cabinets with new cabinets and new equipment;
- Two traffic signals have been added at Laurel and Grape streets per the Queuing Study;
- Vehicle detection loops were added at Ash Street to prevent vehicles from queuing on the railroad tracks;
- Five additional pedestrian gates have been added per the Pedestrian Study and additional field observations;
- Inflation cost increases;
- The project contingency was increased from 10% to 20% to ensure that enough Redevelopment Agency funds are set aside to construct the project; and
- As the scope of work increased, the non-construction costs such as flagging, construction management, etc. also increased.

## SCHEDULE

Schedule - The current completion date for the Quiet Zone is estimated to be September 2008. The Milestone Schedule is attached (Attachment A).

During the next 90 days, the following will be completed:

- Complete BNSF legal agreement and route to City Council for approval;
- Complete City/MTS/NCTD legal agreement and route to City Council for approval;
- Complete environmental review of project (Mitigated Negative Declaration) and route to Corporation Board and City Council for approval with the G Street one-way conversion;
- Finalize City maintenance costs for the project;
- Complete design at the 75% stage; and
- Final project review by American with Disabilities Act ("ADA") committees, including the City of San Diego Subcommittee for the Removal of Access Barriers ("SCRAB") and the San Diego Association of Governments ("SANDAG") Transit Access Advisory Committee ("TAAC").

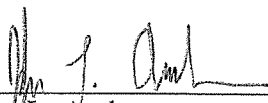
CONCLUSION

The Downtown San Diego Quiet Zone project will achieve two important goals:

- 1) Improve and enhance the safety of the downtown railroad crossings for vehicles, trains, trolleys, and pedestrians; and
- 2) Significantly reduce the noise impact of train horns on the residents, visitors, and businesses of downtown San Diego to improve the quality of life downtown.


Respectfully submitted,

Concurred by:



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John L. Anderson  
Senior Project Manager – Public Works



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Nancy C. Graham  
President

Attachment(s):

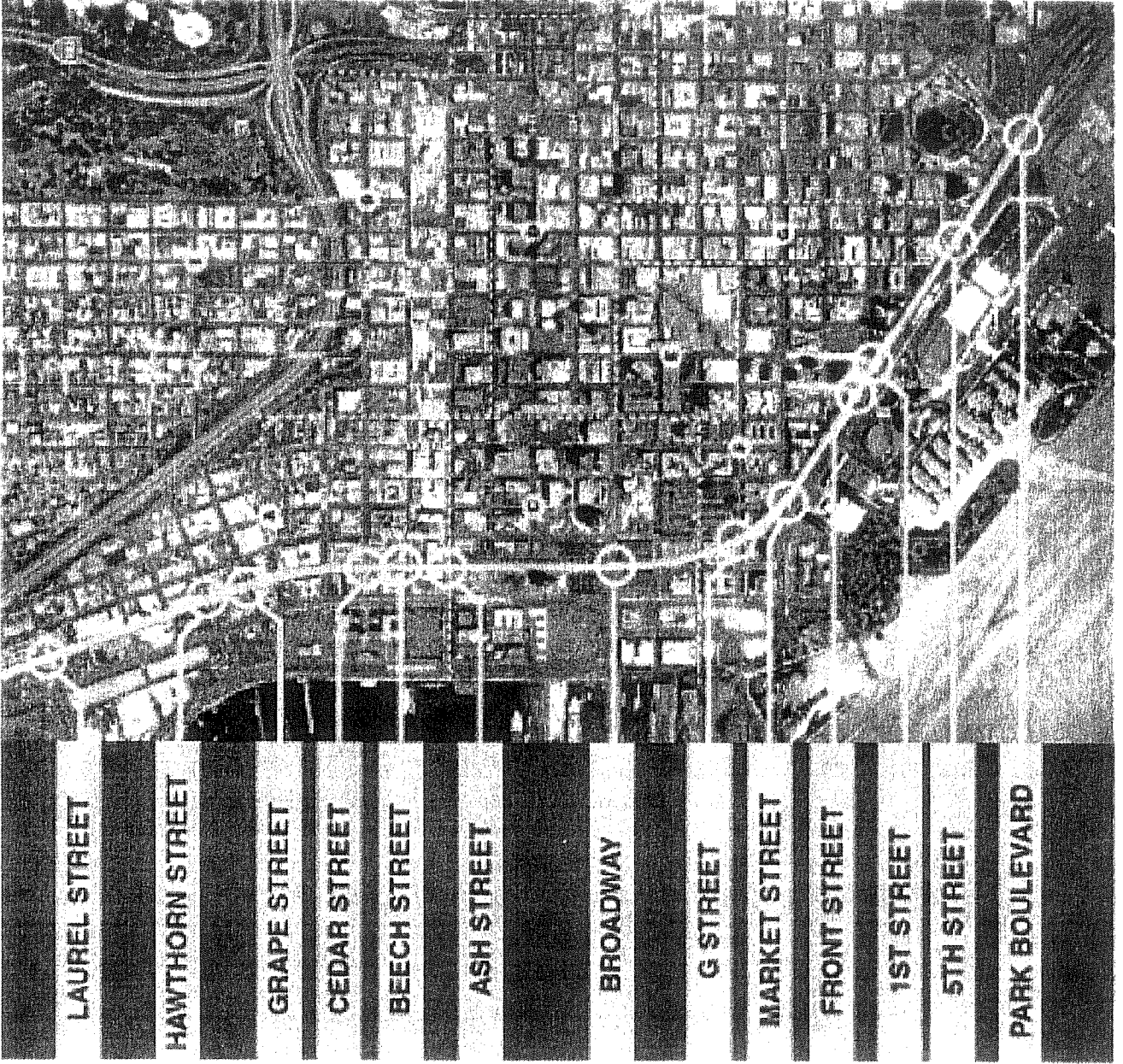
- A - Milestone Schedule
- B - Map
- C - November 14, 2006 Redevelopment Agency report-Downtown San Diego Quiet Zone Memorandum of Understanding (“MOU”) Agreement with North County Transit District (“NCTD”) to reimburse NCTD for Design Services and Project Update  
January 25, 2006 Corporation Board report - Downtown San Diego
- D - Quiet Zone - G Street One-way Conversion
- E - June 15, 2005 Redevelopment Agency report - Downtown San Diego Quiet Zone- Design Review and Second Amendment to Agreement with BDS Engineering

SCHEDULE

Milestone Schedule – Project milestones include the following:

| <u>Status</u>       | <u>Item</u>   |
|---------------------|---|
| Complete            | Conceptual Design, June 2005  |
| Complete            | Pedestrian Study, Queuing Analysis Study, G Street one-way conversion traffic study, April 2006   |
| Complete            | NCTD Quiet Zone policy for Cities in NCTD area - passed by NCTD Board June 2006   |
| Complete            | Design MOU with NCTD up to \$250,000  |
| Complete            | Design MOU with NCTD over \$250,000 - Approved by Redevelopment Agency November 2006  |
| Complete            | Design contract for MTS (trolley) side south of Broadway with PRE - this contract is directly with the Corporation  |
| Complete            | FRA Notice of Intent filed as required by Federal Legislation   |
| 25% complete        | Status of civil design by RailPros, final design August 2007  |
| 25% complete        | Status of design of railroad improvements per Design MOU with NCTD, Broadway and north to Laurel Street, final design for August 2007   |
| 25% complete        | Status of trolley design south of Broadway by PRE, final design August 2007   |
| March 2007-         | Environmental review of Quiet Zone- Mitigated Negative Declaration is being publicly circulated for 30-day public and agency review and comment   |
| April 2007-         | G Street one-way conversion - Final vote by Redevelopment Agency/ City Council  |
| March 2007-         | NCTD/MTS/City Legal Agreement - represents 75% of Quiet Zone area   |
| March 2007-         | BNSF Construction and Maintenance Agreement- represents 25% of Quiet Zone area, complete legal agreement to be finalized by BNSF  |
| July 2007-          | Redevelopment Agency/City Council Request to Bid and Funding Authorization, including City maintenance costs  |
| August 2007-        | Bid Corporation civil and MTS rail work   |
| August 2007-        | Bid NCTD rail work  |
| August 2007-        | BNSF needs to start design of their section to meet the September 2008 Quiet Zone implementation date. The BNSF Legal Agreement requires one year from signing for design and construction to completion. |
| November 2007-      | Award Bid and order material for Corporation constructed civil work (such as medians, traffic signals, and G Street one-way conversion)   |
| March 2008-         | Start construction of civil work  |
| November 2007-      | Award Bid and order material with long lead times (six months) of Corporation constructed MTS rail work - south of Broadway   |
| April 2008-         | Start construction of MTS rail work south of Broadway   |
| November 2007-      | Award Bid and order material with long lead times (6 months) of NCTD constructed NCTD/MTS rail work (Broadway and north)  |
| April 2008-         | Start construction of NCTD/MTS rail work  |
| July to Sept. 2008- | Quiet Zone completed  |

# Downtown San Diego Quiet Zone



LAUREL STREET

HAWTHORN STREET

GRAPE STREET

CEDAR STREET

BEECH STREET

ASH STREET

BROADWAY

G STREET

MARKET STREET

FRONT STREET

1ST STREET

5TH STREET

PARK BOULEVARD