



**Centre City
Development
Corporation**

DATE ISSUED: January 15, 2008

ATTENTION: Centre City Advisory Committee
Meeting of January 23, 2008

SUBJECT: San Diego Quiet Zone Project Update - Areawide

STAFF CONTACT: Scott A. Johnson, Senior Project Manager - Construction
John L. Anderson, Senior Project Manager - Public Works

REQUESTED ACTION: That the Centre City Advisory Committee receive the project update and provide necessary direction to staff for the San Diego Quiet Zone.

STAFF RECOMMENDATION: That the Centre City Advisory Committee receive the project update on the 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, current status, and next steps to continue implementation of the project.

FISCAL CONSIDERATIONS: None.

OTHER RECOMMENDATIONS:

On July 31, 2007, by a 7-0 vote, the San Diego City Council ("Council") and Redevelopment Agency of the City of San Diego ("Agency") took such actions as necessary for the conversion of G Street from two-way to one-way eastbound from Pacific Highway to Front Street, including diagonal parking on the north side of G Street from Pacific Highway to Front Street and the installation of necessary signs, markings, and traffic signal modifications of G Street; and the certification of the Mitigated Negative Declaration ("MND") for the San Diego Quiet Zone.

On April 24, 2007, the Agency, by a 7-0 vote, approved a First Amendment to the Agreement with RailPros, Inc. for Design and Project Management Services (Phase Two) in an amount not to exceed \$713,343. The total contract will not exceed \$961,883.

On November 14, 2006, the 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).

On June 14, 2005, the 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.

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.

SAN DIEGO QUIET ZONE STATUS

PROJECT DESCRIPTION

The federal rules governing the implementation of "Quiet Zones" apply to public right-of-way railroad crossings - vehicle and pedestrian. The San Diego Quiet Zone physical limit of work consists of all 13 of the public right-of-way railroad crossings north of the 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/G Street, Market, Broadway, Ash, Beech, Cedar, Grape, Hawthorn, and Laurel streets.

CURRENT STATUS

- Environmental review - Mitigated Negative Declaration- complete.
- G Street one-way conversion approval – complete.
- Outside Peer review- complete. Overall conclusion confirms project scope of work.
- Reports - Legal Agreements with City/BNSF and City/NCTD/MTS are at the final draft stage. Staff is working on one remaining issue with BNSF and the CPUC concerning flagging requirements if the Quiet Zone equipment fails.
- Design - Broadway and north rail design and all civil design is at 90%. South rail design is stopped at 30% for BNSF and trolley until BNSF equipment failure is resolved at other

Quiet Zones. When the design restarts, it will take three months to complete the BNSF and trolley design.

- Cost – The current cost estimate is based on the 60% design. The 90% cost estimate is nearing completion, for the Broadway and north rail work and all civil work. The south BNSF rail and trolley work cost estimate is based on 30% design. The peer review confirmed the current cost estimate. The 100% cost estimate for the south BNSF and trolley work will be completed three months after the design restarts. At that time, a second outside peer review of the total project cost and a constructability review will occur.
- Schedule - When all of the plans are at 100% and the peer review and constructability review of the plans are complete, the project will be brought to the Board and Agency/City Council for final authorization to bid the project. The construction timeframe from Bid to Completion of Quiet Zone construction is a total of 16 months.

NEXT STEPS

- Continue design of both north and south rail and civil to 100% completion.
- Determine final project cost for entire project at 100% design and conduct a second outside peer review cost estimate and a contractor constructability review.
- Approval of three Quiet Zone reports - City/BNSF legal agreement, City/MTS/NCTD legal agreement, and Request to Bid report - to be taken to Board and Redevelopment Agency/City Council after completion of 100% design and final project cost has been determined.

CONCLUSION

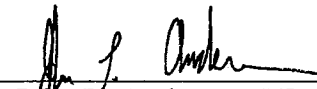
The San Diego Quiet Zone project will achieve two important goals:

- 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,



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