



**COUNCIL PRESIDENT PRO TEM KEVIN L. FAULCONER
CITY OF SAN DIEGO
SECOND DISTRICT**

**Quiet Zone Update Meeting
July 30, 2009
9:30 a.m.**

1. Opening Comments and Introductions
2. Update from Centre City Development Corporation
 - a. Brief History of Project
 - b. Current Outstanding Issues
 - c. Timeline for Moving Forward
3. Question and Answer Opportunity
4. Community Engagement
5. Next Steps



Project Description

The federal rules governing the implementation of "Quiet Zones" apply to public right-of-way railroad crossings that include vehicles and pedestrians. The San Diego Quiet Zone consists of 13 public right-of-way railroad crossings that are in the downtown Centre City Redevelopment Project Area. Crossings from Park Boulevard at Harbor Drive north to Fifth and First avenues, Front Street, Market Street, Kettner Boulevard and G streets, Broadway, Ash, Beech, Cedar, Grape, Hawthorn, and Laurel streets are included in the San Diego Quiet Zone. Park Boulevard will be constructed as a separate project.

Current Status

- **Environmental review** - Mitigated Negative Declaration- complete.
- **G Street one-way conversion approval** – complete.
- **Outside Peer review**- Peer review of the north rail design by independent consultants out of Denver, Colorado and Louisville, Kentucky was completed January 30, 2009. Overall conclusion confirms the project scope with the exception of two items of work (replacement of rail signal controllers, destressing of rail method). A meeting is scheduled August 13, 2009 with NCTD, CCDC, SANDAG and City to resolve the issues.
- **Agreements** - Legal Agreement (MOU) with City/NCTD/MTS is at final draft stage. MTS is reviewing final exhibits (drawings) for the MOU. Legal agreement with BNSF is being finalized with City Attorney and BNSF's attorney. BNSF has approved the cost estimates.
- **Design** – City improvement plans have been submitted to the City's Engineering and Capital Projects for signature. South rail design (south of Broadway) is in process. MTS/SANDAG are revising the operation of the Trolley at the Broadway Y and with this modification, completion of the south rail design should be completed within 30 days. Final specifications will be completed with final coordination between the agencies identified. BNSF is resolving one issue related to signal pre-emption timing.
- **Cost** – Presently the project is within the \$20.6 budget. Discussions are continuing relating to the destressing method with NCTD.
- **Federal Railroad Administration (FRA) Implementation** – Inventory sheets were updated and forwarded to CPUC. CPUC forwarded to FRA for review and were accepted. In July 2008 a meeting was held with the FRA and the Diagnostic Team members. After the Quiet Zone is constructed, updated inventory sheets will be resubmitted to the FRA and all parties noticed. After 21 days the Quiet Zone will become effective.

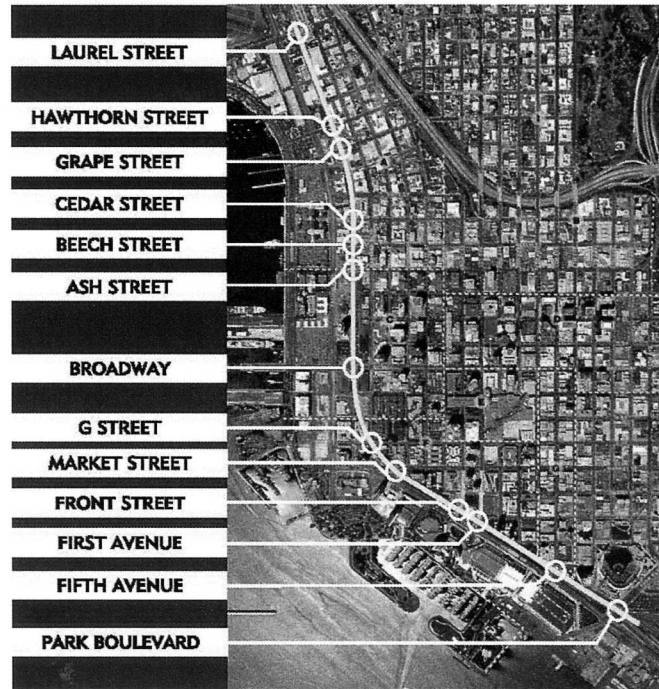
- **Schedule** – Once we meet with NCTD and resolve the two issues reference above, it will take 60 days for NCTD to finalize their design and begin the bidding process which will take another 45 days. The award will then take approximately 90 days from bid opening. CCDC's bidding will coincide with NCTD's. BNSF's construction will be coordinated with MTS, CCDC/City and NCTD's construction. Construction for implementation of the Quiet Zone is approximately 12 months.

Next Steps

- Continue preparing bid specifications that include all coordination and scheduling between the agencies for City public improvements.
- Meet w/ NCTD and resolve the Peer review items. NCTD completes final plans. Final MOU drafted.
- Continue to work with BNSF on resolution of the signal operation. Finalize the Construction and Maintenance Agreement.
- Pacific Railway Enterprises completes MTS south plans. Final MOU drafted.
- CCDC/CITY bids City Improvements and MTS south improvements at the same time as NCTD bids the north section.
- Approval of four Quiet Zone reports – City/BNSF legal agreement, City/MTS/NCTD legal agreement, request to award contract, and City's Maintenance Ordinance to be taken to Board and Redevelopment Agency/City Council.

July 30, 2009

San Diego Quiet Zone



Map shows crossing locations. Park Blvd. crossing, bottom right, not yet built.

Project Highlights

- Safety improvements will be made to 12 at-grade rail crossings throughout downtown.
- Reduces locomotive horn noise, resulting in a “quiet zone” for adjacent residents, hotels and businesses.
- Coordinates installation of the improvements with the railway users including Burlington Northern Santa Fe Railway (BNSF), San Diego Trolley, San Diego Imperial Valley Railway (SDIV), North County Transit District (NCTD), COASTER and Amtrak.
- Construction will include installation of medians, pedestrian curb ramps, roadway modifications, new traffic signals, railroad interconnections, pedestrian gates, four quadrant gates at various crossings, storm drain improvements, fencing, paving and sidewalk improvements.

Project Details/Community Benefit

The Quiet Zone project will modernize at-grade rail crossings within the Centre City Redevelopment Project Area and will provide additional safety improvements that will qualify the corridor to be designated as a Quiet Zone per the Federal Railway Administration Final Rule for the Use of Locomotive Horns at Highway-Rail Crossings. These improvements reduce the requirement that train horns be sounded at intersections, absent emergency situations.

Project Cost/Funding Source

The \$20.6 million estimated project cost is funded by Redevelopment Agency tax-increment financing.

Project Timeline*

Early 2010 – Construction to begin

Early 2011 – Construction complete

*Anticipated timeline

Centre City Development Corporation (CCDC) is the public, nonprofit corporation created by the City of San Diego in 1975 to staff, plan and implement downtown’s redevelopment on behalf of the City’s Redevelopment Agency. For more information on redevelopment progress, downtown revitalization and CCDC, please visit www.ccdc.com.