



**Centre City
Development
Corporation**

REPORT NO. CCDC-07-10

DATE ISSUED: April 18, 2007

ATTENTION: Honorable Chair and Members of the Redevelopment Agency
Docket of April 24, 2007

ORIGINATING DEPT.: Centre City Development Corporation

SUBJECT: Downtown San Diego Quiet Zone (Park Boulevard to Laurel Street) -
First Amendment to Agreement with RailPros, Inc. for Design and
Project Management Services (Phase Two) – Centre City
Redevelopment Project - Areawide

COUNCIL DISTRICTS: Districts 2 and 8

REFERENCE: None

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

REQUESTED ACTION: That the Redevelopment Agency (the “Agency”) of the City of San Diego authorize a First Amendment to the Agreement with RailPros, Inc. (“RailPros”) for Design and Project Management Services (Phase Two) for the Downtown San Diego Quiet Zone (“Quiet Zone”) in an amount not to exceed \$713,343. The total contract amount will not exceed \$961,883.

STAFF RECOMMENDATION: That the Agency authorize a First Amendment to the Agreement with RailPros for Design and Project Management Services (Phase Two) for the Quiet Zone in an amount not to exceed \$713,343.

SUMMARY: On October 2, 2006, an Agreement for Design and Project Management Services (Phase One) was approved with RailPros in an amount not to exceed \$248,540 for design and project management services of the Quiet Zone improvements to the 30% design stage. This proposed First Amendment to the Agreement will provide Design and Project Management Services from 30% design through final design for each crossing. The agreement provides civil and rail support design at 12 of the 13 total crossings in the Quiet Zone (Fifth Avenue to Laurel Street). The agreement provides project management at all 13 crossings, including Park Boulevard, which is designed and constructed under a separate Corporation project.

FISCAL CONSIDERATIONS: This action requires authorization to encumber \$713,343 for design and project management services. Funds are available in the Fiscal Year 2007 Areawide Redevelopment District Budget for the Quiet Zone. The Phase One Agreement was approved administratively by the Corporation President in an amount not to exceed \$248,540. The total Agreement will not exceed \$961,883.

CENTRE CITY DEVELOPMENT CORPORATION RECOMMENDATION:

On March 28, 2007, the Centre City Development Corporation Board recommended that the Agency authorize the First Amendment to the Agreement for Design and Project Management Services (Phase Two) for the Downtown San Diego Quiet Zone, not to exceed \$713,343.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

On February 26, 2007, a Mitigated Negative Declaration for the project was circulated for a 30-day public comment period ending March 28, 2007. The Mitigated Negative Declaration requests comments on the environmental issues evaluated for the Quiet Zone project, and contains a description of the project work.

On July 17, 2006, a Quiet Zone public update meeting was held. The meeting was chaired by Councilmember Kevin Faulconer and Corporation President Nancy Graham. Nearly 300 people attended the meeting. An overall project update was provided by Corporation staff, followed by a presentation by Ms. LeeAnn Dickson, of the Federal Railroad Administration. Ms. Dickson responded to resident and business complaints concerning train horns. The BNSF Railway, North County Transit District (Coaster), and Metropolitan Transit System (Trolley) also had representatives present to answer questions and to assure commitment to the community to move the project forward.

On January 5, 2006, a public notification meeting for the one-way conversion of G Street and Quiet Zone status update was held. Over 1,800 meeting notification letters were mailed to adjacent property owners, email notifications were sent to the Corporation email list, and letters were hand-delivered to adjacent property owners. Approximately 70 people attended the meeting. The majority of the attendees supported the Quiet Zone project as improving their quality of life.

On March 3, 2005, a public workshop was held to present the Quiet Zone design and update to the public. The design included the G Street conversion to a one-way street. Public comment and input from the meeting was gathered for incorporation into the Quiet Zone design. Over 100 people attended the meeting.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

The creation of a Quiet Zone will significantly reduce train horn noise, improving the quality of life for downtown residents and visitors. The required safety enhancements to the crossings will increase the public safety at the crossings for pedestrians, vehicles, trains and passengers. The conversion of G Street to a one-way eastbound street, per the Quiet Zone federal regulations at the Kettner Boulevard railroad crossing, revises the traffic patterns for residents and visitors in the immediate area of G Street, from Pacific Highway to Front Street. The change to diagonal parking on the north side of G Street will add parking spaces in this section of G Street of approximately 10 additional public parking spaces.

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.

The following provides a summary of the financial status of the Agreement:

Phase One: (Design 30%)

Original Agreement	\$ 248,540
Paid to Date	<u>\$(211,460)</u>
Remaining Balance	\$ 37,080

Phase Two: (Design 30% - Final Design)

Design	\$ 479,259
Project Management	\$ 169,235
10% Contingency	<u>\$ 64,849</u>
Total (Phase Two)	\$ 713,343

Total: (Phase One & Two) \$ 961,883

CONSULTANT FIRM

The consultant firm is owned and comprised of the following principals and primary owners:

ROLE/FIRM	CONTACT	OWNED BY
RailPros, Inc., (certified SBE)	Eric Hankinson	Principals: Eric Hankinson Karen M. Hankinson Johnny M. Johnson Verlanne Johnson (Privately Owned)

Firm Name: RailPros, Inc.		
PRINCIPALS AND PRIMARY STAFF ASSIGNED TO CONTRACT	TITLE	PRIMARY CONTACTS
Eric Hankinson Jay Donaldson	President Design Engineer	Eric Hankinson Jay Donaldson

DISCUSSION –

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.

RailPros Design and Project Management Services (Phase One) Agreement

On October 2, 2006, the Design and Project Management Services (Phase One) Agreement was approved in an amount not to exceed \$248,540. This agreement provided design and project management services to the 30% design stage and will be completed by April 1, 2007.

RailPros Design and Project Management Services (Phase Two) Agreement

This proposed First Amendment to the Agreement will provide Design and Project Management Services from 30% design through final design for each crossing (Attachment B). The agreement provides civil and rail support design at 12 of the 13 total crossings in the Quiet Zone, Fifth Avenue to Laurel Street. The agreement provides project management at all 13 crossings, including Park Boulevard, which is designed and constructed under a separate Corporation project. The design includes:

- Seven new traffic signals;
- Three modified traffic signals;
- 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;
- Signing and striping;
- New and completed medians at four locations (Ash, Beech, Cedar, and Laurel streets);
- Additional fencing and barrier railings;
- Americans with Disabilities Act (“ADA”) sidewalk improvements;
- Civil support for additional railroad pedestrian and vehicle gates such as detector loops and timing issues; and
- Other associated work.

EQUAL OPPORTUNITY

RailPros submitted a Workforce Report dated February 21, 2007, which indicated a total work force of 10 employees, of which four are females and *one is a member of an under-represented ethnic group:

*(1) Latino

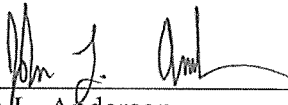
Contractors and subcontractors who do less than a total of \$10,000 worth of business with the Corporation during the preceding twelve months or who have less than a total of fifteen employees are exempt from submitting an Equal Opportunity Plan.

CONCLUSION

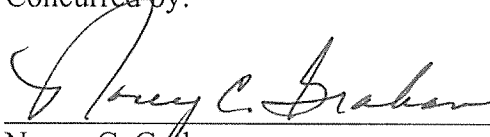
In order to reduce the impact of train horns on the residents and businesses of downtown San Diego, as allowed by the federal legislation in the "Final Rule," it is critical to approve the funding of the RailPros Design and Project Management Services Agreement (Phase Two), allowing the project to continue moving forward.

Respectfully submitted,

Concurred by:



John L. Anderson
Senior Project Manager – Public Works



Nancy C. Graham
President

Attachment(s): A - First Amendment to Agreement
B - Scope of Work
C - Map