



DATE ISSUED: August 27, 2008 REPORT NO.: CCDC-08-24
CCDC-08-13

ATTENTION: Honorable Chair and Members of the Redevelopment Agency
Council President and City Council
Docket of September 2, 2008

ORIGINATING DEPT.: Centre City Development Corporation

SUBJECT: San Diego Quiet Zone Project (Fifth Avenue to Laurel Street) –
Request to Bid Construction -- Areawide

COUNCIL DISTRICT: 2

REFERENCE: None

STAFF CONTACT: Scott A. Johnson, Senior Project Manager – Construction
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REQUESTED ACTION:

That the Redevelopment Agency of the City of San Diego ("Agency") authorize the Centre City Development Corporation to advertise and receive bids for construction of the San Diego Quiet Zone Project and that the Agency and City Council of the City of San Diego ("City Council") make certain findings with regards to the proposed improvements.

STAFF RECOMMENDATION:

That the Agency:

- Authorize the Centre City Development Corporation ("Corporation"), on behalf of the Agency, to advertise and receive bids for the construction of the San Diego Quiet Zone Project ("Project"), from Fifth Avenue to Laurel Street in the Centre City Redevelopment Project;
- Make certain findings that the proposed improvements benefit the Centre City Redevelopment Project ("Project Area") or the immediate neighborhood in which the Project is located; that no other reasonable means of financing the improvements are available to the community; that the payment of funds of such improvements will assist in the elimination of blighting conditions inside the Project Area; and that the proposed improvements are consistent with the Implementation Plan adopted for the Project Area pursuant to Health and Safety Code 33490; and
- Finds and determines and restates for the record that it has previously reviewed and considered information contained in the Final Mitigated Negative Declaration (MND),

SCH No. 2007021121, dated April 3, 2007, and concluded that the proposed Project and the associated roadway and/or crossing changes would not have a significant impact on the environment with implementation of the mitigation measures identified in the Mitigation Monitoring and Reporting Program.

And, that the City Council:

- Make certain findings that the proposed improvements benefit the Project Area or the immediate neighborhood in which the Project is located; that no other reasonable means of financing the improvements are available to the community; that the payment of funds of such improvements will assist in the elimination of blighting conditions inside the Project Area; and that the proposed improvements are consistent with the Implementation Plan adopted for the Project Area pursuant to Health and Safety Code 33490; and
- Finds and determines and restates for the record that it has previously reviewed and considered the Final MND, SCH No. 2007021121, dated April 3, 2007, and concluded that the proposed Project would not have a significant impact on the environment with implementation of the mitigation measures identified in the Mitigation Monitoring and Reporting Program.

SUMMARY:

The federal government, through the Federal Railroad Administration (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.

The Corporation is requesting authorization to advertise and receive bids on behalf of the Agency for the Project and requests that the Agency and City Council make certain findings that the proposed improvements benefit the Project Area.

FISCAL CONSIDERATIONS:

Redevelopment Agency funds in the amount of \$17.9 million are available in the Fiscal Year 2009 Quiet Zone Project line item, in the Centre City Redevelopment Project Budget.

CENTRE CITY DEVELOPMENT CORPORATION RECOMMENDATION:

On July 30, 2008, the Corporation Board of Directors voted unanimously in favor of the staff recommendation.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

On June 14, 2005, the Agency, by a 7-0 vote, approved the Project's Conceptual Design.

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

On July 31, 2007, the Agency, by a 6-0 vote, approved the conversion of G Street to a one-way street from Pacific Highway to Front Street, and the City Council reviewed and considered the Final MND SCH No. 2007021121, dated April 3, 2007, and directed the City Clerk to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego relating to the Project.

On July 23, 2008, the Centre City Advisory Committee, by a 20-0 vote, and the Project Area Committee, by a 19-0 vote, approved the staff recommendation.

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 and 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, trains and trolleys.

EQUAL OPPORTUNITY

The Project will utilize the City's Subcontracting Outreach Program (SCOPE). The purpose of SCOPE is to maximize opportunities for all qualified and available firms and to provide equal opportunity for all subcontractors. SCOPE creates mandatory subcontractor outreach and utilization requirements for contractors. The mandatory subcontracting outreach percentage for this Project will be determined by the City's Engineering and Capitals Projects Department.

Bid solicitation identifying subcontracting and vendor opportunities will be advertised in the *San Diego Daily Transcript*, *Filipino Press*, *El Latino*, and *San Diego Voice and Viewpoint*. Also, the Corporation will use its extensive data base of certified contractors, eBidboard, the Daily Transcript Online Plan Room, Blue Hornet, CCDC's website, the Green Sheet, Contractor News and Views, community/trade and ethnic organizations, and the Public Agency Consortium.

DISCUSSION

Project Description – The federal rules governing the implementation of quiet zones apply to public right-of-way railroad crossings for vehicles and pedestrians. The San Diego Quiet Zone's 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: Park Boulevard, Fifth and

First avenues, Front and Market streets, Kettner Boulevard and G Street, Broadway, Ash, Beech, Cedar, Grape, Hawthorn, and Laurel streets (Attachment A). Park Boulevard will be designed and constructed as a separate Agency project.

Project Budget and Financing – Redevelopment Agency funds in the amount of \$17.9 million are available in the Fiscal Year 2009 Quiet Zone Project line item, in the Centre City Redevelopment Project Budget.

Participation by Agency – The Agency proposes to fund the total cost of the Project in the amount of \$17.9 million.

Project Design – 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 Boulevard and G Street, safety striping, median islands, American with Disabilities Act 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 equipment.

Proposed Schedule of Performance – The bid response time will be 45 days. After bid award, Project construction is estimated at 12 months.

Project Benefits – The proposed Project will maximize public and train safety and improve the quality of life for downtown residents and visitors by reducing the noise associated with train horns.

Environmental Impact – This activity (Request to Bid Construction) is covered under the Final MND SCH No. 2007021121, dated April 3, 2007. The activity is adequately addressed in the environmental document and there is no change in circumstance, additional information, or project changes to warrant additional environmental review. Therefore, this activity is not a separate project for purposes of the California Environmental Quality Act (“CEQA”) review pursuant to State CEQA Guidelines Section § 15060(c)(3).

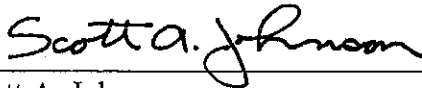
Findings – State Law requires that certain findings be made by the City Council and Agency prior to the expenditure of Agency funds for public facilities/improvements. Attachment B recites the proposed findings with respect to the benefits of the proposed improvements in the Little Italy and East Village Redevelopment Districts of the Expansion Sub Area, and the Columbia, Gaslamp Quarter and Marina Sub Areas of the Centre City Redevelopment Project, the unavailability of other means to finance the proposed improvements, how the proposed improvements will assist in the elimination of blighting conditions inside the Project Area, and that the proposed improvements are consistent with the Implementation Plan adopted for the Project pursuant to Health and Safety Code 33490.

CONCLUSION

The proposed Project will improve and enhance the safety of the downtown railroad crossings for vehicles, trains, trolleys, and pedestrians, and significantly reduce the noise impact of train horns on the residents, visitors, and businesses of downtown San Diego to improve the quality of life. The Corporation recommends that authorization be given to advertise and receive bids for construction of the Project.

Respectfully submitted,

Concurred by:



Scott A. Johnson
Senior Project Manager – Construction



Barbara A. Kaiser
Vice President – Real Estate Operations

Attachments: A – Map
B – Findings of Determination