



Legislation Text

File #: 19-777, **Version:** 1

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SUBJECT: Presentation and Discussion Regarding the Railroad Quiet Zone Feasibility Study and Updated Costs for Implementation

REPORT IN BRIEF

Presentation for Quiet Zone Feasibility and updated costs for implementation.

RECOMMENDATION

City Council - Provide direction on next steps

CITY COUNCIL PRIORITIES

The City Council has requested Staff to conduct a study to investigate the possibility of a railroad quiet zone along the BNSF railroad alignment within City limits.

DISCUSSION

Code of Federal Regulation 49 CFR Part 222, Federal Railroad Administration (FRA) requires all train engineers to utilize their locomotive horns at railroad crossings when workers are present or near the tracks, and at any time it is deemed necessary. With both Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) Railway traversing through the City at times the amount of noise can be excessive. For this reason, the Council expressed an interest in establishing a railroad quiet zone within City limits.

RRM (Consultant) has submitted costs and conceptual drawings showing proposed layouts at each of the railway crossings.

There are 14 supplemental safety measures (SSM) to choose from in order to establish a Quiet Zone. The Consultant has identified and recommended #13 - Non-Transversable Curb Medians with or without Channelization Devices - as the most cost effective solution for the City.

The Consultant has also recommended that the City consider securing the entire railroad corridor with a barrier of some type.

History and Past Actions

On April 20, 2018, Staff received two (2) proposals with a cost proposal in separate sealed envelopes. The proposals were submitted by CTC, Inc. based in Fort Worth, Texas, with a local office in Los Angeles, California; and RRM Design Group from San Luis Obispo, California.

On May 10, 2018, Engineering and Development Services Staff met to discuss the two proposals. Based on the meeting, it was determined that the proposal from CTC, Inc. was most qualified for the project. Once a consultant was selected, the cost proposals from CTC, Inc. and RRM Design Group were opened.

On June 18, 2018, Staff presented to Council the results of the consultant proposals and the cost associated with the project. The proposed cost from CTC, Inc. was \$160,342 whereas RRM Design Group was \$650,640. Based on the cost, Council directed staff to renegotiate with both consultant with reduced scope of evaluating establishment of the quiet zone along the BNSF railroad alignment.

On July 13, 2018, both CTC, Inc. and RRM Design Group submitted revised fee proposals for the quiet zone establishment and feasibility study along the BNSF railroad alignment. CTC, Inc.'s revised fee for the project was \$121,044, which is a \$39,298 reduction from the original amount of \$160,342. RRM Design Group's revised fee for the project was \$49,965, which is a \$600,675 reduction from the original amount of \$650,640. RRM Design Group stated that the significant reduction of fee is because they were no longer going to be providing exhibits that were ready to be used as construction documents, so the level of detail was not required to be presented. Furthermore, the project manager visited all of the railroad crossings and after doing so, he no longer felt that the crossings were as complex as he had originally envisioned. Additionally, since Union Pacific Railroad (UPRR) is no longer a part of the scope of work, a significant amount of work was eliminated.

On September 17, 2018, Engineering Staff provided a status update to City Council of the revised proposals submitted by CTC, Inc. and RRM Design Group. City Council directed Staff to proceed with RRM Design Group in achieving the project scope.

On March 1, 2019, RRM Design Group submitted a draft feasibility study to the City.

IMPACT ON CITY RESOURCES

In Fiscal Year 17-18, a General Fund transfer in the amount of \$60,000 was appropriated to Fund 017 for the Quiet Zone study. Since a consultant was not selected before the end of fiscal year the funding was not transferred from the General Fund. Fund 017 has funds available as part of the unreserved, unencumbered fund balance for the supplemental appropriation to 017-0803-532.17-00 (Engineering Professional Services account line) due to additional unanticipated revenue received in Fiscal Year 17-18. Therefore, the project will not use any funding from the General Fund.

ATTACHMENTS

1. Draft Feasibility Report
2. Enlarged Exhibits
3. Presentation