

# City of Sacramento

## Legislation Details (With Text)

---

**File #:** 2020-00844    **Version:** 1  
**Type:** Consent Item                      **Status:** Agenda Ready  
**File created:** 7/13/2020                      **In control:** City Council - 5PM  
**On agenda:** 8/18/2020                      **Final action:** 12/31/2023  
**Title:** Establish Capital Improvement Project and Budget for the City Railway Quiet Zones Program (T15215700)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Title:**

Establish Capital Improvement Project and Budget for the City Railway Quiet Zones Program (T15215700)

File ID: 2020-00844

**Location:** Various at-grade rail crossings, Districts 2, 3, 4, 5, 6, and 8

**Recommendation:**

Adopt a Resolution: 1) establishing the City Railway Quiet Zones Program (T15215700) as a new Capital Improvement Project; and 2) authorizing the City Manager or the City Manager's designee to transfer \$99,991 (New Measure A Traffic Control & Safety Fund, Fund 2038) from available fund balance to the expenditure budget in the City Railway Quiet Zones Program (T15215700).

**Contact:** Elizabeth Weeks, Associate Civil Engineer (916) 808-2330; Judy Matsui-Drury, Supervising Engineer (916) 808-7610, Department of Public Works

**Presenter:** None

**Attachments:**

- 1-Description/Analysis
- 2-Location Map
- 3-Resolution

**Description/Analysis**

**Issue Detail:** On April 27, 2005, the Federal Railroad Administration (FRA) published the final Train

Horn Rule. The rule went into effect on June 24, 2005. The final rule required that locomotive horns be sounded in advance of all public highway-rail crossings. The State of California, through the California Public Utilities Commission (CPUC), has supplemented the federal rule by additionally requiring locomotives to sound horns at private at-grade rail crossings as well.

The final rule also provided an opportunity for localities nationwide to silence train horns by establishing “new quiet zones.” In a quiet zone, railroads have been directed to cease the routine sounding of horns when approaching public highway-rail grade crossings. Train horns may still be used in emergency situations or to comply with other Federal regulations or railroad operating rules.

Subsequently in 2005, the City Council established the Train Horn Quiet Zone Program, which implemented quiet zones on rail corridors within the City. To date, the City has established three quiet zones within the City limits (See Location Map). These quiet zones are generally located as follows:

- **Main Line - North Sacramento** - From West El Camino Avenue north to Elkhorn Boulevard
- **Main Line - Central City** - From Meadowview Road north to C Street
- **Martinez to Fresno Subdivision** - From 20<sup>th</sup> Street east to Power Inn Road

In 2016, the City’s initial Train Horn Quiet Zone Program was closed after the current quiet zones had been established through the FRA process.

In 2019, the City was notified that the FRA would be conducting comprehensive reviews of all quiet zones to ensure compliance with the requirements under the Train Horn Rule.

Per Federal Code, existing quiet zones must be re-verified with the FRA every three to five years depending on safety measures in place. Pursuant to this requirement, the existing quiet zones within the City are due for renewal. This effort requires staff time, traffic counts, and may potentially include improvements at multiple at-grade crossings. The requested capital improvement project and budgetary adjustments will allow for these initial efforts to proceed.

**Policy Considerations:** The actions requested herein are consistent with the City’s goals of improving and expanding public safety and enhancing livability.

The review and update of the City’s quiet zone crossing are mandated under Title 49 of the Code of Federal Regulations (CFR) Part 222.

**Economic Impacts:** None

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** Establishment of a Capital Improvement Project (CIP) and budgetary adjustments are not subject to the provisions of the California

Environmental Quality Act (CEQA) under the general rule (Section 15061) in that CEQA applies only to projects that have the potential for causing a significant effect on the environment. These actions will have no effect on the environment and are therefore exempt from CEQA.

**Sustainability:** None

**Commission/Committee Action:** None

**Rationale for Recommendation:** The establishment of the City Railway Quiet Zones Program (T15215700) and budgetary adjustments are necessary to deliver this project and requires approval by the City Council.

**Financial Considerations:** The estimated initial cost to complete the FRA recertification process for the City Railway Quiet Zones Program (T15215700) is \$99,991. With the approval of \$99,991 from available fund balance (Measure A Traffic Control & Safety Fund, Fund 2038), there will be sufficient funding to accommodate staff and administrative time required to manage the City's active Quiet Zones. Any additional projects arising as requirements of continued Quiet Zone certification will seek separate budgetary considerations as needed.

Sufficient funding is available in the fund balance (Measure A Traffic Control & Safety Fund, Fund 2038) to support the above transfer.

There are no General Funds planned or allocated for this project.

**Local Business Enterprise (LBE):** Not applicable.