



City of Sacramento City Council

915 I Street, Sacramento, CA, 95814
www.CityofSacramento.org

Meeting Date: 1/31/2012

Report Type: Consent

Title: Contract: Train Horn Quiet Zone – Elkhorn Boulevard Median Project

Report ID: 2012-00058

Location: The project is located at the highway-rail-grade crossing of Elkhorn Boulevard near Blacktop Avenue (unincorporated Sacramento County), and Districts 1, 2, 3, 4 & 6

Recommendation: Pass a motion: 1) approving plans and specifications for the Elkhorn Boulevard at Union Pacific Railroad (UPRR) Median Project; 2) authorizing staff to issue a Notice of Intent to establish a new quiet zone beginning at West El Camino Avenue and ending at Elkhorn Boulevard (Council District 1 & 2); and 3) authorizing staff to issue a Notice of Intent to establish a new quiet zone beginning at 20th Street and ending at Fruitridge Road. (Council District 3, 4 & 6)

Contact: Matthew Johns, Assistant Engineer, (916) 808-5760; Nicholas Theocharides, Engineering Services Manager, (916) 808-5065, Department of Transportation

Presenter: None

Department: Transportation Department

Division: Civil & Electrical Design

Dept ID: 15001131

Attachments:

- 1- Description/Analysis
- 2 - Background Information
- 3 - Exhibit A - Elkhorn Boulevard Median Project
- 4 - Exhibit B - City of Sacramento Train Horn Quiet Zones
- 5 - Exhibit C - City of Sacramento Train Horn Quiet Zone North of the American River
- 6 - Exhibit D - City of Sacramento Train Horn Quiet Zone South of the American River
- 7 - Exhibit E - City of Sacramento Train Horn Quiet Zone Central Area

City Attorney Review

Approved as to Form
Jerry Hicks
1/25/2012 11:30:04 AM

City Treasurer Review

Reviewed for Impact on Cash and Debt
Russell Fehr
1/17/2012 4:36:19 PM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 1/24/2012 1:39:01 PM

Description/Analysis

Issue: The Federal Rail Administration (FRA) is the governing agency responsible for the approval and enforcement of train horn quiet zones across the nation. In 2005, the FRA initiated a program which enabled local municipalities to restrict train horn usage by constructing safety improvements over a group of highway-rail-grade crossings. This group of crossings is collectively referred to as train horn quiet zones.

Implementation of staff's recommendations will allow the establishment of two new quiet zones, one north and one south of the American River. The proposed quiet zone north of the American River will begin at West El Camino Avenue and end at Elkhorn Boulevard. The proposed quiet zone south of the American River will begin at 20th Street and end at Fruitridge Road.

Policy Considerations: This project is consistent with the City of Sacramento Strategic Plan goals of achieving enhanced safety and neighborhood livability.

Environmental Considerations:

California Environmental Quality Act (CEQA): The Community Development Department, Environmental Planning Services Division, has reviewed this project and determined that it is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c), Class 2, Section 15302(c), Class 3, Section 15303(d), Class 4, Section 15304(b) and Class 11, Section 15311(a).

Projects exempt under Class 1, Section 15301(c) consist of the operation, repair or minor alteration to existing highways and streets, sidewalks, bicycle and pedestrian trails, and similar facilities. Projects exempted under Class 2, Section 15302(c) consist of the replacement of existing utility systems and/or facilities involving negligible or no expansion of capacity. Projects exempted Class 3, Section number 15303(d) consist of new construction of small structures including street improvements. Projects exempted under Class 4, Section number 15304(b) consist of new gardening or landscaping. Projects exempt under Class 11, Section 15311(a) consist of construction or replacement of minor structures accessory to existing facilities including but not limited to on-premise signs.

Sustainability Considerations: This project is consistent with the City's Sustainability Master Plan. Combined with previous improvements, this project will enhance neighborhood livability through enabling the implementation of new train horn quiet zones.

Other: None.

Commission/Committee Action: None.

Rationale for Recommendation: City Council approval of the Plans and Specifications is necessary to move forward with construction.

Financial Considerations: The Train Horn Quiet Zone Program (T15058200) has a total budget of \$1,325,000 consisting of Transportation Development Act (TDA), Community Re-investment, General Fund and local transportation funds. The estimated cost to complete the Elkhorn Boulevard at UPRR Median Improvement Project is \$70,500. As of January 5, 2012 the unobligated balance is \$151,000, which is sufficient to complete the Elkhorn Boulevard at UPRR Median Improvement Project.

The Train Horn Quiet Zone Program has constructed the following improvements since its inception in 2005, leaving an unobligated balance of \$151,000.

Project Title	Cost
14th Avenue and Railroad Median	\$25,000
20th/ 28th Street Crossing	\$748,000
Arden Garden Pedestrian Crossing	\$52,000
47th and 2nd Avenue Crossing	\$126,000
Program Management	\$223,000
	\$1,174,000

The amount allocated to this phase of the program is \$151,000, of which the Elkhorn Boulevard Median Improvements Project will expend \$70,500. The remaining \$80,500 will be used to: 1) process the final contract change order to the 20th Street Crossing construction project, 2) replace the existing advance warning signage at five private grade crossings, 3) install a locking gate at the Lanatt Street private grade crossing, 4) install advanced warning signage at seven public highway-rail grade crossings, and 5) fund the ongoing management of the Train Horn Quiet Zone Program.

There are no additional general funds planned or allocated for this project.

Emerging and Small Business Enterprise (E/SBE): None, since no goods or services are being procured with this action.

Background Information:

On April 27, 2005, the Federal Rail Administration (FRA) published the final train horn rule. The rule went into effect on June 24, 2005. The final rule requires that locomotives sound their horns while trains approach and enter public highway-rail-grade crossings. The State of California, through the California Public Utility Commission (CPUC), has supplemented the federal rule by requiring locomotives to sound their horns at private highway-rail-grade crossings as well.

In 2005, the City Council established the Train Horn Quiet Zone Program, which included the addition of a prioritized list of desired quiet zones to the Transportation Programming Guide.

To date, the City has established one quiet zone along the north/south main line between Meadowview and C Street and begun the process for two additional quiet zones (See Exhibit B).

The proposed quiet zone north of the American River will begin at West El Camino Avenue and end at Elkhorn Boulevard (See Exhibit C). Using the City Council approved Train Horn Quiet Zone section of the Transportation Program guide (TPG) as a guide; staff constructed the following improvements since 2005:

- The Main Avenue highway-rail-grade crossing was eliminated in 2006.
- The Sacramento Northern Bike Trail pedestrian-rail-grade crossing located near the Arden/Garden Connector had railroad signals installed in 2008.
- The West El Camino Avenue highway-rail-grade crossing signals were upgraded in 2009 to meet current standards.

Having performed the Diagnostic Team site visit of each highway-rail-grade crossing and using the FRA Train Horn calculator to identify the necessary safety improvements, staff determined that raised medians were needed at the Elkhorn Boulevard highway-rail-grade crossing to meet the FRA qualifications. In addition to the raised medians, the City must replace the existing signage at five private highway-rail-grade crossings within the corridor. This work will be performed by the Union Pacific Railroad (UPRR) with City reimbursement.

The raised medians to be constructed and replacement of the existing signs are the final improvements needed to establish the proposed quiet zone north of the American River (See Exhibit C).

Once approved by Council, staff will construct the raised medians at Elkhorn Boulevard and submit a Notice of Intent (NOI) to establish a new quiet zone beginning at West El

Camino Avenue and ending at Elkhorn Boulevard. As prescribed by the FRA, the recipients of the NOI will have sixty (60) days to provide comments. Once the comment period has expired, staff will respond to the comments and submit a Notice of Quiet Zone Establishment to FRA. The effective date of the quiet zone shall be no earlier than twenty-one (21) days after the mailing date of the Notice of Quiet Zone Establishment.

Provided no significant comments are received during the NOI review/comment period and UPRR is able to replace the existing signs at the private highway-rail-grade crossings in a reasonable time frame, the effective date of the proposed quiet zone north of the American River may be as early as July 2012.

The proposed quiet zone south of the American River along the Martinez and Fresno subdivisions will begin at 20th Street and end at Fruitridge Road (See Exhibit D). Using the City Council approved Train Horn Quiet Zone section of the TPG as a guide; staff constructed the following improvements since 2005:

- Raised medians were constructed at the Power Inn Road highway-rail-grade-crossing in 2009.
- The 20th Street highway-rail-grade crossing was signalized (pending).

Having performed the Diagnostic Team site visit of each highway-rail-grade crossing and using the FRA Train Horn calculator to identify the necessary safety improvements, Staff determined that a locking gate at the Lanatt Street private highway-rail-grade crossing was needed to meet the FRA qualifications.

Once approved by Council, staff will install a locking gate at the Lanatt Street private highway-rail-crossing and submit a Notice of Intent (NOI) to establish a new quiet zone beginning at 20th Street and ending at Fruitridge Road. As prescribed by the FRA, the recipients of the NOI will have sixty (60) days to provide comments. Once the comment period has expired, staff will respond to the comments and submit a Notice of Quiet Zone Establishment. The effective date of the quiet zone shall be no earlier than twenty one (21) days after the mailing date of the Notice of Quiet Zone Establishment.

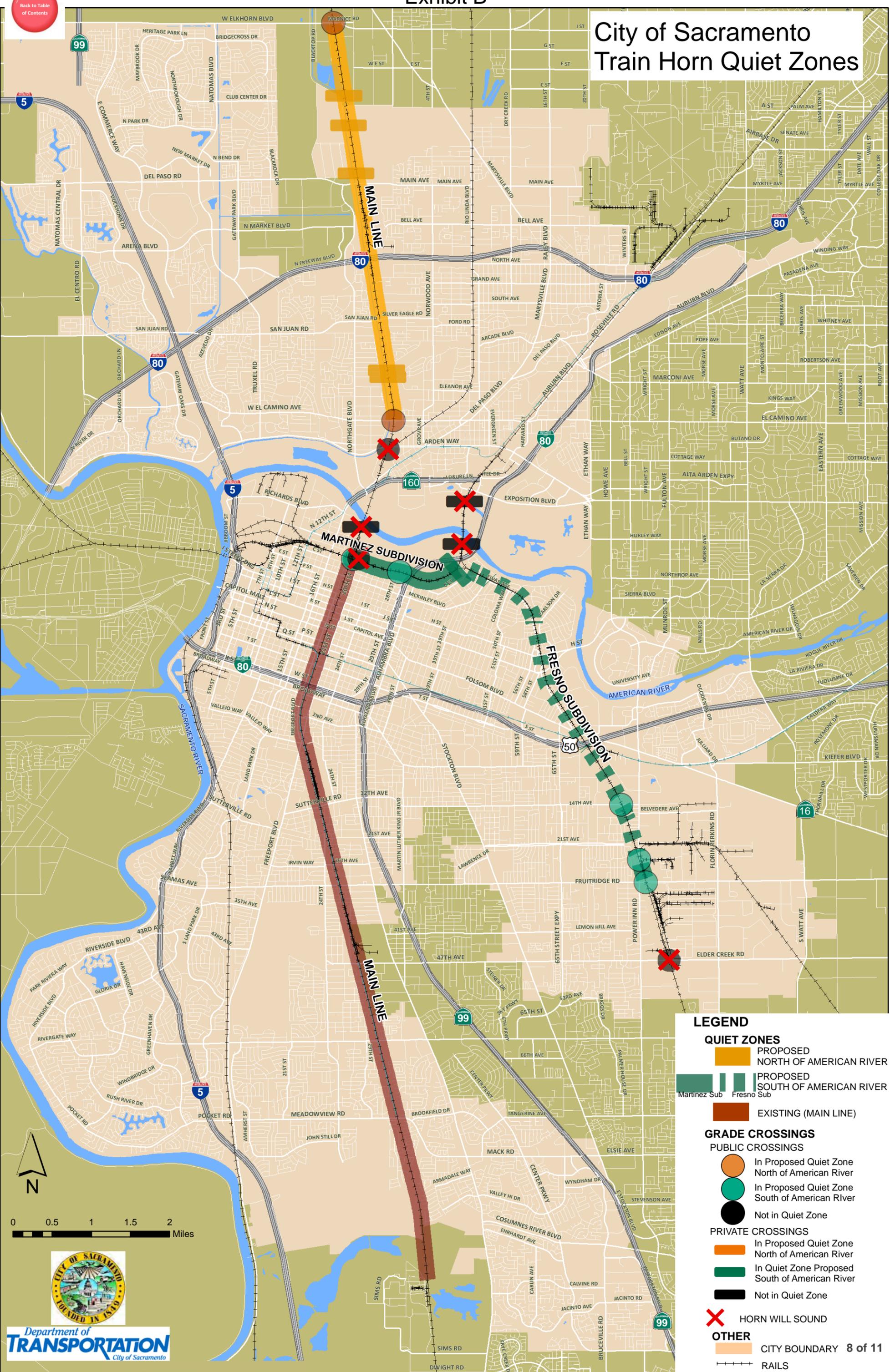
Provided no significant comments are received during the NOI review/comment period, the effective date of the proposed quiet zone south of the American River may be as early as July 2012.

Council's approval of the actions outlined in this report enable staff to take the steps necessary to establish the City's remaining quiet zones.

Though the majority of the City will be within an established quiet zone, there are five highway-rail-grade crossings near the American River where train horns will continue to sound (See Exhibit E). Based upon the rules and regulations of the FRA final train horn

rule, staff was unable to incorporate these crossings into either of the proposed quiet zones.

City of Sacramento Train Horn Quiet Zones



LEGEND

QUIET ZONES

- PROPOSED NORTH OF AMERICAN RIVER
- PROPOSED SOUTH OF AMERICAN RIVER
- EXISTING (MAIN LINE)

GRADE CROSSINGS

- PUBLIC CROSSINGS**
- In Proposed Quiet Zone North of American River
- In Proposed Quiet Zone South of American River
- Not in Quiet Zone

- PRIVATE CROSSINGS**
- In Proposed Quiet Zone North of American River
- In Quiet Zone Proposed South of American River
- Not in Quiet Zone

X HORN WILL SOUND

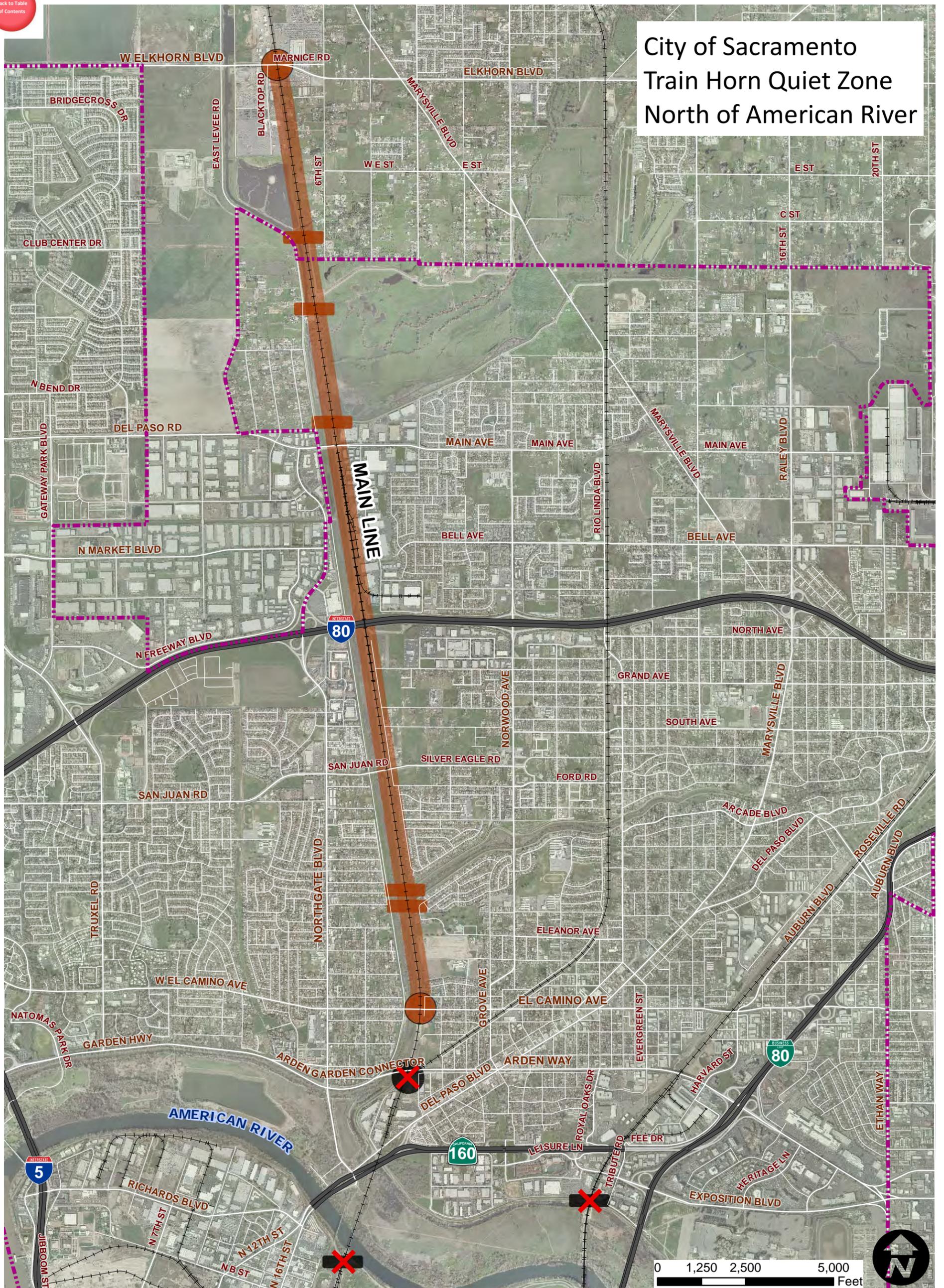
- OTHER**
- CITY BOUNDARY
- RAILS

0 0.5 1 1.5 2 Miles





City of Sacramento
Train Horn Quiet Zone
North of American River

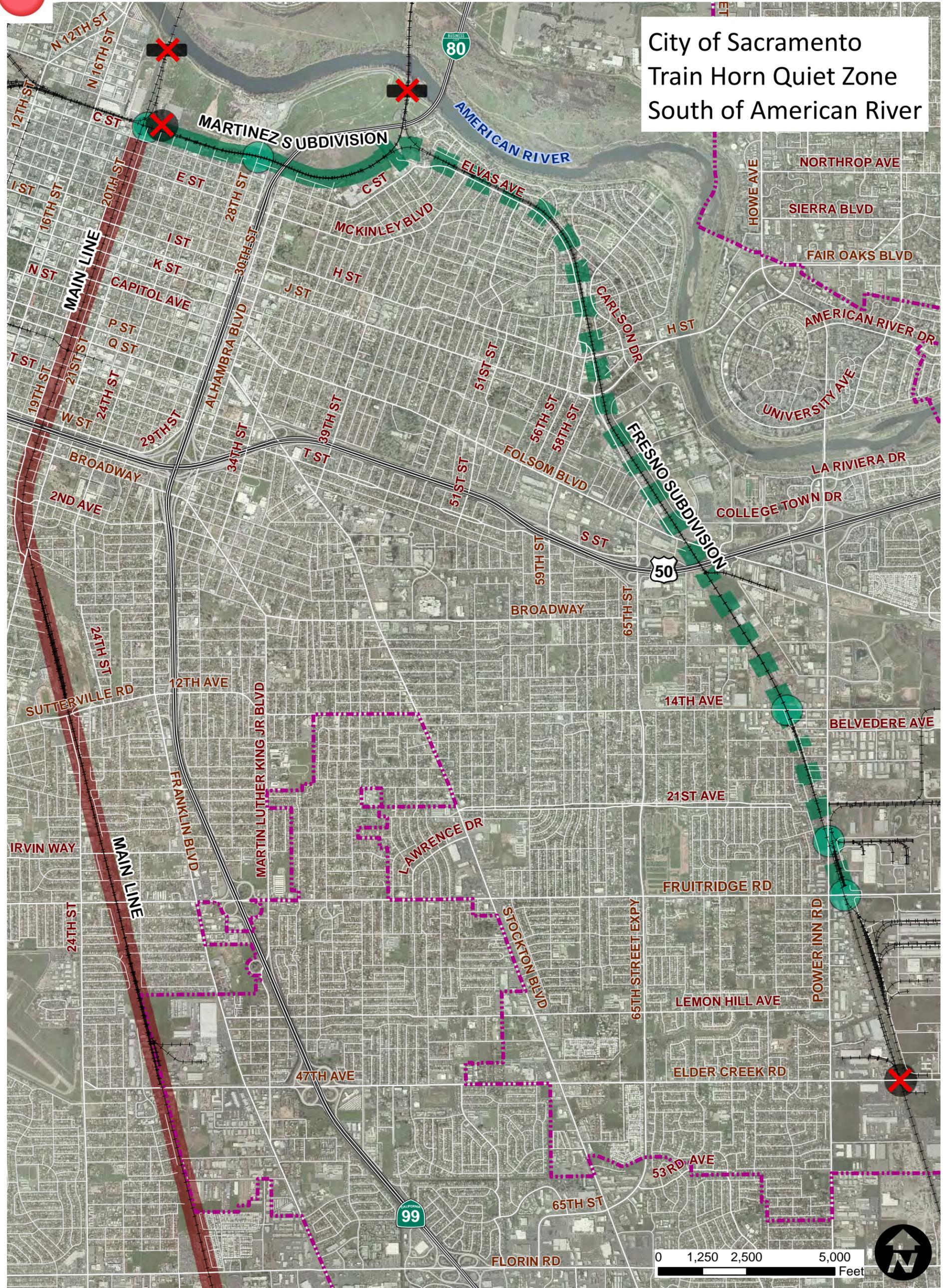


LEGEND

- | | | | |
|-------------------------|--|--------------------------|--|
| | PROPOSED QUIET ZONE NORTH OF AMERICAN RIVER | | HORN WILL SOUND |
| PUBLIC CROSSINGS | | PRIVATE CROSSINGS | |
| | In Proposed Quiet Zone North of American River | | In Proposed Quiet Zone North of American River |
| | In Proposed Quiet Zone South of American River | | In Quiet Zone Proposed South of American River |
| | Not in Quiet Zone | | Not in Quiet Zone |
| | CITY BOUNDARY | | RAILS |



City of Sacramento
Train Horn Quiet Zone
South of American River



LEGEND

- | | | | | | |
|-------------------------|--|--|--|--|--|
| | PROPOSED QUIET ZONE SOUTH OF AMERICAN RIVER | | EXISTING QUIET ZONE | | HORN WILL SOUND |
| | Martinez Sub | | | | |
| | Fresno Sub | | | | |
| PUBLIC CROSSINGS | | | | | |
| | In Proposed Quiet Zone North of American River | | In Proposed Quiet Zone North of American River | | In Quiet Zone Proposed South of American River |
| | In Proposed Quiet Zone South of American River | | In Quiet Zone Proposed South of American River | | Not in Quiet Zone |
| | Not in Quiet Zone | | Not in Quiet Zone | | |
| | CITY BOUNDARY | | RAILS | | |

City of Sacramento Train Horn Quiet Zone CENTRAL AREA

