

Meeting Date: 6/25/2013

Report Type: Consent

Report ID: 2013-00510

City Council Report

915 I Street, 1st Floor

www.CityofSacramento.org

Title: Train Horn Quiet Zone Project (T15058200) – Transfer of Funds

Location: The project is located at the Union Pacific Railroad crossing of Elkhorn Boulevard near Blacktop Avenue in unincorporated Sacramento County

Issue: Additional funds are needed to complete the construction of raised medians at the Union Pacific Railroad crossing of Elkhorn Boulevard near Blacktop Avenue. These improvements are necessary to implement a train horn quiet zone from West El Camino Avenue to Elkhorn Boulevard.

Recommendation: Pass a Resolution 1) transferring \$135,000 from the Major Streets Improvement Project (T15138000) to the Train Horn Quiet Zone Project (T15058200); 2) resetting the City Manager's administrative authority for the Major Street Improvement Project (T15138000); and 3) resetting the City Manager's administrative authority for the Train Horn Quiet Zone Project (T15058200).

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

Presenter: None

Department: Public Works Department

Division: Civil & Electrical Design

Dept ID: 15001131

Attachments:

1-Description/Analysis

2-Background

3-Resolution

4-Exhibit A (Location Map)

5-Exhibit B (City of Sacramento Train Horn Quiet Zones)

6-Exhibit C (City of Sacramento Train Horn Quiet Zone North of the American River)

City Attorney Review

Approved as to Form

Gerald Hicks

6/18/2013 11:36:10 AM

City Treasurer Review

Reviewed for Impact on Cash and Debt

John Colville

6/17/2013 9:55:08 AM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 6/17/2013 3:37:26 PM

James Sanchez, City Attorney

Shirley Concolino, City Clerk

Russell Fehr, City Treasurer

John F. Shirey, City Manager

Description/Analysis:

Issue: The Federal Railroad 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 roadway-rail-grade crossings. This group of crossings is effectively referred to as a train horn quiet zone.

The construction of raised medians along Elkhorn Boulevard at the Union Pacific Railroad (UPRR) tracks near Blacktop Avenue will provide necessary safety improvements to establish a new quiet zone between West El Camino Avenue and Elkhorn Boulevard. City staff constructed the medians, and additional funds are needed to slurry seal and stripe Elkhorn Boulevard within the project limits.

Policy Consideration: The action supports the City's General Plan goal of preserving neighborhoods and enhancing livability.

Economic Impacts: None.

Environmental Consideration:

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 CEQA under Class 1, Section 15301(c).

Projects exempted 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.

Sustainability Considerations: This project is consistent with the City's Sustainability Master Plan. Combined with previous improvements, this project will enhance neighborhood livability by establishing a new train horn quiet zone.

Other: None.

Commission/Committee Action: None.

Rationale for Recommendation: Additional funds are needed to complete the construction of raised medians at the Union Pacific Railroad crossing of Elkhorn Boulevard near Blacktop Avenue. These

improvements are necessary to implement a train horn quiet zone from West El Camino Avenue to Elkhorn Boulevard. The transfer of \$135,000 (Fund 2001) from the Major Streets Improvement Project (T15138000) is needed to cover these costs and fund all remaining construction and project closeout costs for the Train Horn Quiet Zone Project (T15058200).

Financial Considerations: The estimated total project cost is \$1,334,421. To date, \$1,148,510 has been expended and staff anticipates an additional \$185,919 will be needed to complete the project. As of June 11, 2013, the project's unobligated balance is \$50,919. Approval of the transfer of \$135,000 (Fund 2001) from the Major Streets Improvement Project (T15138000) to the Train Horn Quiet Zone Project (T15058200) will increase the unobligated balance to \$185,919, which is sufficient to complete the remaining project expenses.

Emerging Small Business Development (ESBD): Not applicable as no goods or services are being purchased.

Background:

On April 27, 2005, the 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 (TPG).

To date, the City has established one quiet zone along the north/south main line between Meadowview Road and C Street and started 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 TPG as a guide, staff constructed the following improvements since 2005:

- The Main Avenue at-grade crossing of the UPRR tracks was eliminated in 2006 by constructing a new Main Avenue bridge over the UPRR tracks.
- 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 at-grade crossing of the UPRR tracks was upgraded in 2009 to include new gates, signals, and raised medians.

A Diagnostic Team consisting of FRA, CPUC, UPRR, and City staff conducted a site visit of each railroad grade crossing between West El Camino Avenue and Elkhorn Boulevard. Using the FRA Train Horn Calculator, staff determined raised medians were needed at the UPRR grade crossing of Elkhorn Boulevard to establish a train horn quiet zone between West El Camino Avenue and Elkhorn Boulevard. 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 UPRR with City reimbursement. Finishing these elements will enable the City to file a Notice of Execution of a Train Horn Quiet Zone from West El Camino Avenue to Elkhorn Boulevard.

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.

Approval was granted by Council on January 31, 2012, to construct the raised medians at Elkhorn Boulevard. The slurry seal of Elkhorn Boulevard will constitute the completion of the Elkhorn Boulevard Medians Project.

RESOLUTION NO.

Adopted by the Sacramento City Council

TRAIN HORN QUIET ZONE PROJECT (T15058200) – APPROVE TRANSFER OF FUNDS

Background

- A. 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.
- B. 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.
- C. To date, the City has established one quiet zone along the north/south main line between Meadowview Road and C Street and started the process for two additional quiet zones (See Exhibit B).
- D. 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 TPG as a guide, staff constructed the following improvements since 2005:
 - The Main Avenue at-grade crossing of the Union Pacific Railroad (UPRR) tracks was eliminated in 2006 by constructing a new Main Avenue bridge over the UPRR tracks.
 - 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 at-grade crossing of the UPRR tracks was upgraded in 2009 to include new gates, signals, and raised medians.

- E. A Diagnostic Team consisting of FRA, CPUC, UPRR, and City staff conducted a site visit of each railroad grade crossing between West El Camino Avenue and Elkhorn Boulevard. Using the FRA Train Horn Calculator, staff determined raised medians were needed at the UPRR grade crossing of Elkhorn Boulevard to establish a train horn quiet zone between West El Camino Avenue and Elkhorn Boulevard. 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 UPRR with City reimbursement. Finishing these elements will enable the City to file a Notice of Execution of a Train Horn Quiet Zone from West El Camino Avenue to Elkhorn Boulevard.
- F. 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).
- G. Approval was granted by Council on January 31, 2012, to construct the raised medians at Elkhorn Boulevard. The slurry seal of Elkhorn Boulevard will constitute the completion of the Elkhorn Boulevard Medians Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE COUNCIL RESOLVES AS FOLLOWS:

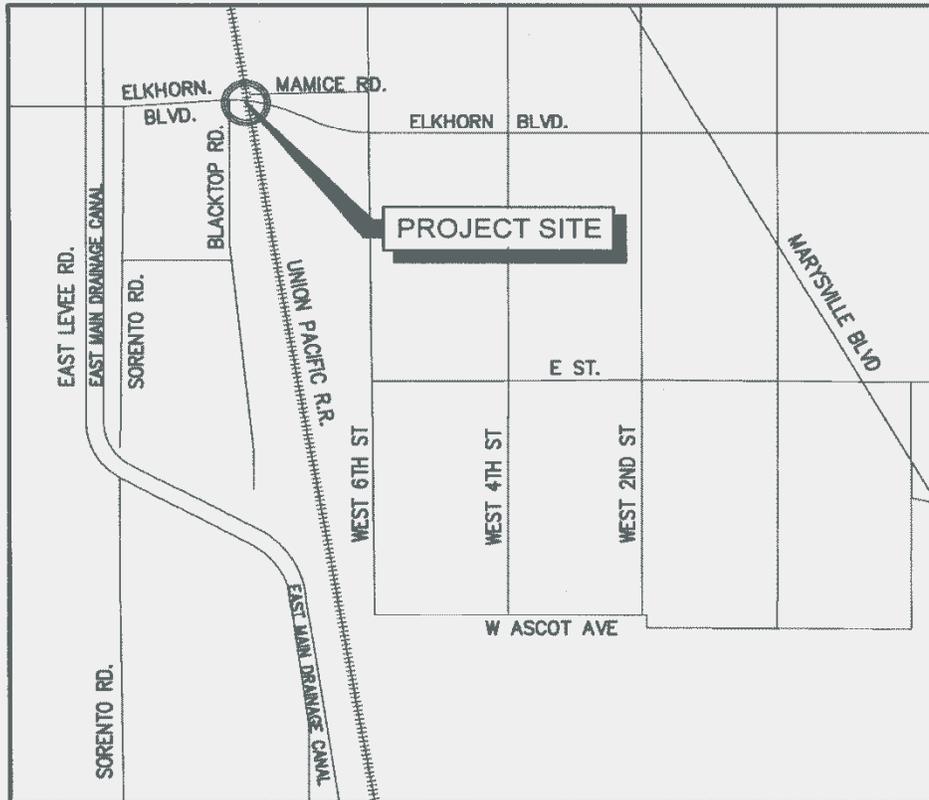
- Section 1. The FY12/13 Capital Improvement Program (CIP) is amended by transferring \$135,000 (Fund 2001) from the Major Streets Improvement Project (T15138000) to the Train Horn Quiet Zone Project (T15058200).
- Section 2. The City Manager's administrative authority for the Major Street Improvement Project (T15138000) is reset.
- Section 3. The City Manager's administrative authority for the Train Horn Quiet Zone Project (T15058200) is reset.

Table of Contents:

- Exhibit A – Map of Elkhorn Boulevard Medians Improvement Project
- Exhibit B – City of Sacramento Train Horn Quiet Zones
- Exhibit C – City of Sacramento Train Horn Quiet Zone North of the American River

EXHIBIT A

Location map for:
**ELKHORN BOULEVARD
MEDIAN PROJECT**



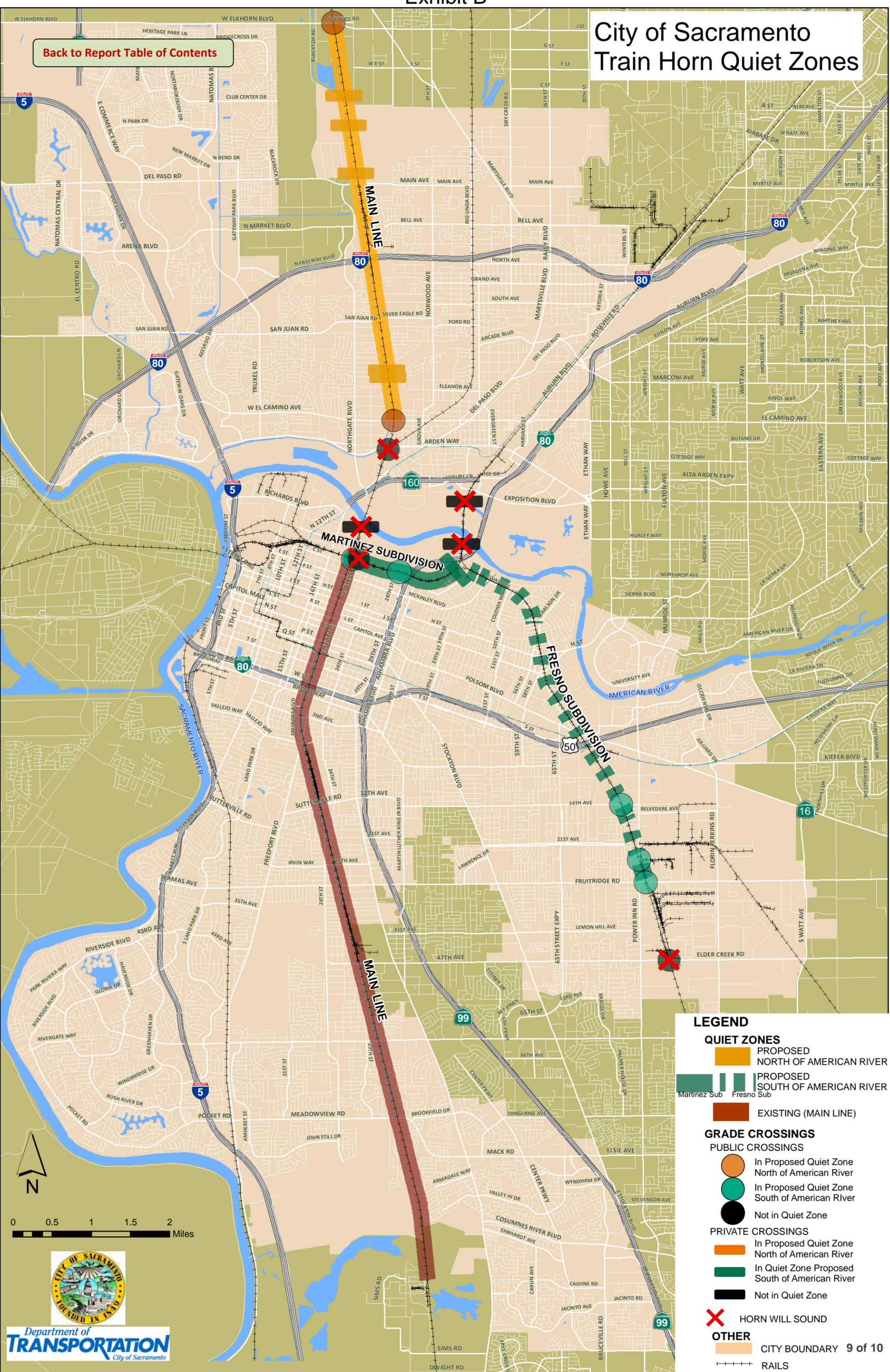
City of
SACRAMENTO
Department of Public Works

Map Contact: B. KIKSMAN
Date: MAY 2013



City of Sacramento Train Horn Quiet Zones

[Back to Report Table of Contents](#)



LEGEND

QUIET ZONES

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

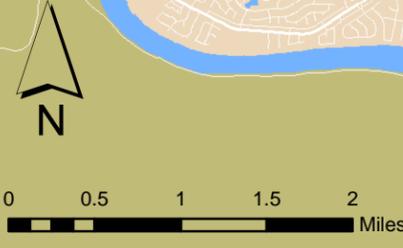
GRADE CROSSINGS

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

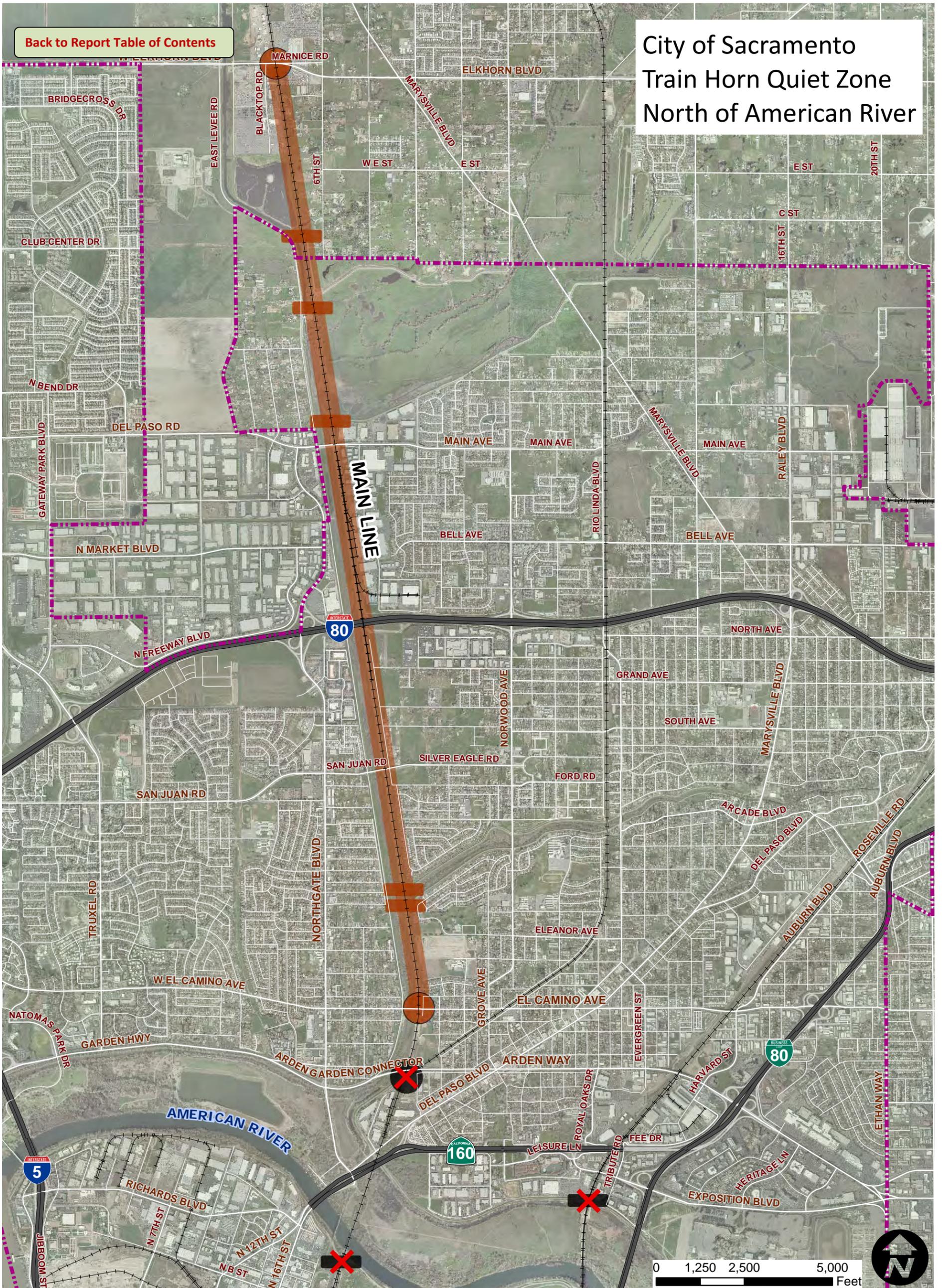
- PRIVATE CROSSINGS**
- In Proposed Quiet Zone North of American River
 - In Quiet Zone Proposed South of American River
 - Not in Quiet Zone

X HORN WILL SOUND

- OTHER**
- CITY BOUNDARY 9 of 10
 - RAILS

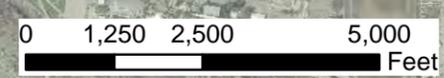


City of Sacramento
Train Horn Quiet Zone
North of American River



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 |



[Back to Report Table of Contents](#)