

RESOLUTION NO. 2005-632

Adopted by the Sacramento City Council

August 23, 2005

APPROVING TRAIN HORN RULE QUIET ZONES

BACKGROUND

- A. On July 27, 2004, the City Council directed staff to report back with refined criteria for prioritizing the implementation of quiet zones, funding options, and an implementation plan.
- B. Train Horn Quiet Zones are ranked using one criterion: Person-Sounding. Person Sounding is calculated by multiplying the number of daily trains by the number of people within 1.5 miles of the respective crossing.
- C. The difference in the cost of implementing a Quiet Zone (24-hour) on the Line 1 crossings, shown in Exhibit A, and the cost of maintaining the existing Partial Quiet Zone within the City is negligible.
- D. The total cost to implement Quiet Zones citywide is between \$1.0 to \$2.0 million.

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

- Section 1. The Train Horn Quiet Zone, scoring criteria, and scored and ranked project list shown in Exhibit A is approved.
- Section 2. Staff is authorized to add the Train Horn Quiet Zones program to the Transportation Programming Guide.
- Section 3. The Train Horn Rule Quiet Zones Project (PN: TK86) is established.
- Section 4. The FY04/05 Capital Improvement Program (CIP) is amended by appropriating \$50,000 (209-710-7012) from the Major Street Construction Tax Contingency to the Train Horn Quiet Zones Project (PN: TK86).

Table of Contents:

- Exhibit A: Year 2006 - Train Horn Quiet Zones Scored and Ranked Project List - 4 Pages
- Train Horn Lines-New Quiet Zones - 1 Page

Adopted by the City of Sacramento City Council on August 23, 2005 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters and Mayor Fargo.

Noes: None

Abstain: None

Absent: None



Mayor Heather Fargo

Attest:



Shirley Concolino, City Clerk

TRAIN HORN QUIET ZONES PROGRAM

INTROUDCTION

On April 27, 2005, the Federal Railroad Administration (FRA) published an interim final rule that requires locomotive horns be sounded while trains approach and enter public highway-rail grade crossings. The final rule contained an exception to the above requirement in circumstances in which there is not a significant risk of loss of life or serious personal injury, use of the locomotive horn is impractical, or safety measures fully compensate for the absence of the warning provided by the locomotive horn. Communities that qualify for this exception may create "quiet zones" within which locomotive horns would not be routinely sounded. Applying for quiet zones would require the City, at certain instances, to fund and implement certain improvements at railroad crossings.

On April 13 2004 and on July 27, 2004, staff was directed by the City Council to consider evaluation criteria reflecting train horn impacts on residential areas, giving priority for areas that are impacted the most.

GOAL AND POLICY

The Train Horn Quiet Zones Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goals and policies:

Overall Goal:

Protect the public from detrimental sources that are within the City's ability and responsibility to regulate.

Goal:

Reduce noise levels in areas where noise exposure presently exceeds the standards set fourth in the general plan.

Policy

Encourage the incorporation of the latest noise control technologies in all projects.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

Crossings that are subject to the applicability of the Train Horn Rule are the only crossings that are considered for the Train Horn Quiet Zones. Railroad spurs are not included in the list of crossings. The Train Horn Rule does not apply to railroads exclusively operating

freight trains on tracks which are not part of the general railroad system; passenger railroads that operate only on tracks which are not part of the general railroad system of transportation and which operate at a maximum speed of 15 mph; and rapid transit operations within an urban area that are not connected to the general railroad system of transportation.

PROJECT RANKING PROCESS

Train Horn Quiet Zones are ranked using one criterion: **Person Sounding (PS)**.

The PS is an objective criterion to measure the relative impact on the affected population. The PS is calculated for each crossing by multiplying the Number of Trains by Persons. There is no maximum score. The highest scoring projects are ranked first.

Number of Trains: The daily number of trains that cross over a specific crossing.

Persons: Number of people who lives within 1.5 miles from a specific crossing.

PS=Number of Trains x Persons

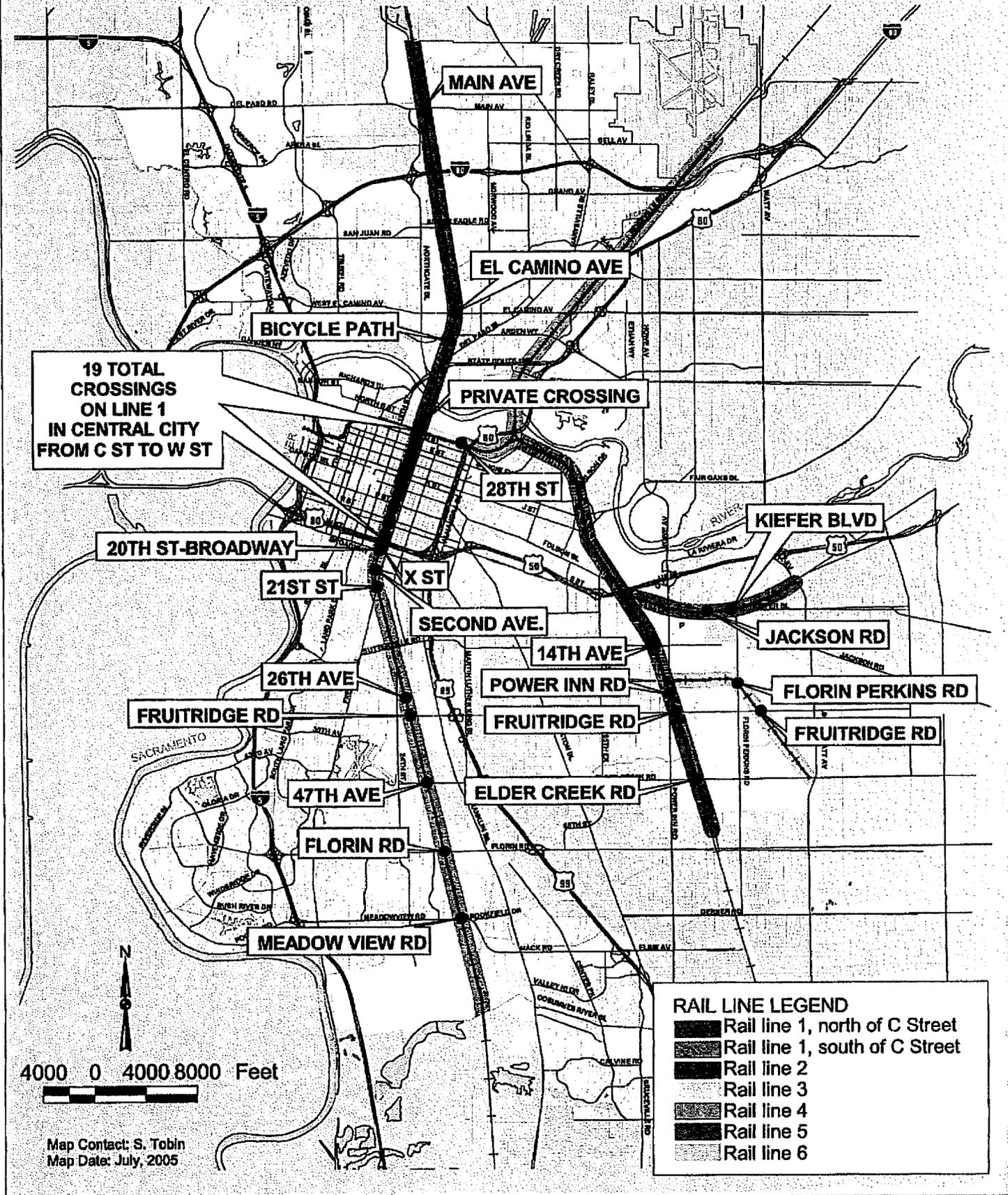
YEAR 2006 - TRAIN HORN QUIET ZONES RANKED LIST

2006 Rank	Council District	Street	Line	Soundings	Persons	Person Sounding
1	3	28th St	Line 4	42	47193	1982106
2	3	20th St	Line 3	42	46269	1943298
3	1,2	Main Ave	Line 1 N C	23	80679	1855617
4	1,2	West El Camino Ave	Line 1 N C	23	52452	1206396
5	1,2	Bicycle Path	Line 1 N C	23	48889	1124447
6	3	Q St	Line 1 S C	12	64050	768600
7	4	V St	Line 1 S C	12	63933	767196
8	4	S St	Line 1 S C	12	62919	755028
9	4	T St	Line 1 S C	12	62919	755028
10	4	W St	Line 1 S C	12	62609	751308
11	4	20th St - Broadway	Line 1 S C	12	62084	745008
12	3	P St	Line 1 S C	12	62063	744756
13	8	Meadowview Rd	Line 1 S C	12	60094	721128
14	4,5	21st St	Line 1 S C	12	59976	719712
15	4	X St	Line 1 S C	12	58793	705516
16	4	Second Ave	Line 1 S C	12	58766	705192
17	3	O St	Line 1 S C	12	58610	703320
18	3	N St	Line 1 S C	12	57133	685596
19	3	Capitol Ave - M St	Line 1 S C	12	55700	668400
20	3	Private Crossing East 20th St, N. C St	Line 4 to 1	14	46269	647766
21	3	K St	Line 1 S C	12	53654	643848
22	8,5	Florin Rd	Line 1 S C	12	53590	643080
23	3	L St	Line 1 S C	12	52936	635232
24	3	I St	Line 1 S C	12	52051	624612
25	3	J St	Line 1 S C	12	51924	623088
26	3	H St	Line 1 S C	12	48975	587700
27	8,5	47th Ave	Line 1 S C	12	48709	584508
28	3	G St	Line 1 S C	12	48401	580812
29	5	Fruitridge Rd	Line 1 S C	12	46062	552744
30	3	D St	Line 1 S C	12	45874	550488

YEAR 2006 - TRAIN HORN QUIET ZONES RANKED LIST

2006 Rank	Council District	Street	Line	Soundings	Persons	Person Sounding
31	3	F St	Line 1 S C	12	45790	549480
32	5	26th Ave	Line 1 S C	12	45646	547752
33	3	C St	Line 1 S C	12	45323	543876
34	3	E St	Line 1 S C	12	44015	528180
35	6	14th Ave	Line 2	12	41417	497004
36	6	Power Inn Rd	Line 2	12	36318	435816
37	6	Fruitridge Rd	Line 2	12	31748	380976
38	6	Elder Creek Rd	Line 2	12	25538	306456
39	6	Jackson	Line 5	2	25481	50962
40	6	Kiefer	Line 5	2	21685	43370
41	6	Florin Perkins Rd	Line 6	1	19004	19004
42	6	Fruitridge Rd	Line 6	1	12480	12480

Exhibit A
**RAILROAD LINES
 NEW QUIET ZONES**



19 TOTAL
 CROSSINGS
 ON LINE 1
 IN CENTRAL CITY
 FROM C ST TO W ST

RAIL LINE LEGEND

- Rail line 1, north of C Street
- Rail line 1, south of C Street
- Rail line 2
- Rail line 3
- Rail line 4
- Rail line 5
- Rail line 6

Map Contact: S. Tobin
 Map Date: July, 2005