

**AMENDED**

**RESOLUTION NO. 2004-622**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF JUL 27 2004

**REPORT BACK ON TRAIN HORN RULE – APPROVE TRAIN HORN QUIET  
ZONE OPTIONS, RANKING CRITERIA AND SCORED AND RANKED LIST**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:**

- The Train Horn Quiet Zone options, ranking criteria, and scored and ranked list shown in Exhibits A and B are approved.
- Staff is directed to report back with refined criteria to prioritize the worse railroad crossings first, funding options, and an implementation plan.

**HEATHER FARGO**

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MAYOR

ATTEST:

**SHIRLEY CONCOLINO**

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CITY CLERK

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**EXHIBIT A**

**Ranking Criteria:**

Implementing New Quiet Zones along each of the railroad lines and expanding the existing train horn ban to twenty-four hours is scored and ranked based on the Person Sounding Per Mile of Tracks (PSPM). A railroad line that has higher PSPM value (higher score) has a higher impact on residential population and therefore is given higher priority (higher rank) to implement a Quiet Zone along that line. PSPM is calculated as follows:

$$\text{PSPM} = \frac{\text{(Sum of impacted population at all crossings)} \times \text{(Number of daily trains)}}{\text{Length of railroad line (miles)}}$$

**Options and Scored and Ranked List:**

Rank	Option	PSPM (Score)	Additional Information		
			Cost	CE <sup>(1)</sup>	Risk Index /NSRT
1	Expand Existing Quiet Zone to 24-hours (Line 1, South C St.)	1,745,000	\$100K	573	13,300/17,000
2	New Quiet Zone on Line 3	1,544,000	\$650K	4,210	8,700/17,000
3	New Quiet Zone on Line 1, North C St.	1,038,000	\$50K	481	14,400/17,000 <sup>(2)</sup>
4	New Quiet Zone on Line 4	969,000	\$60K	619	7,300/17,000
5	New Quiet Zone on Line 2A (From Fruitridge Rd)	544,000	\$600K	11,000	40,500/17,000
	New Quiet Zone on Line 2B (From Elder Creek Rd)	436,000	\$750K	16,055	82,200/17,000
6	New Quiet Zone on Line 5	72,000	\$75K	10,417	9,100/17,000
7	New Quiet Zone on Line 6	24,000	\$120K	50,000	13,600/17,000

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(1) Cost Efficiency (CE): Cost of implementing a Quiet Zone along specific railroad line divided by PSPM for that line multiplied by 10,000. Low CE value indicates high cost efficiency.

(2) Assumes Main Avenue Overpass is constructed.

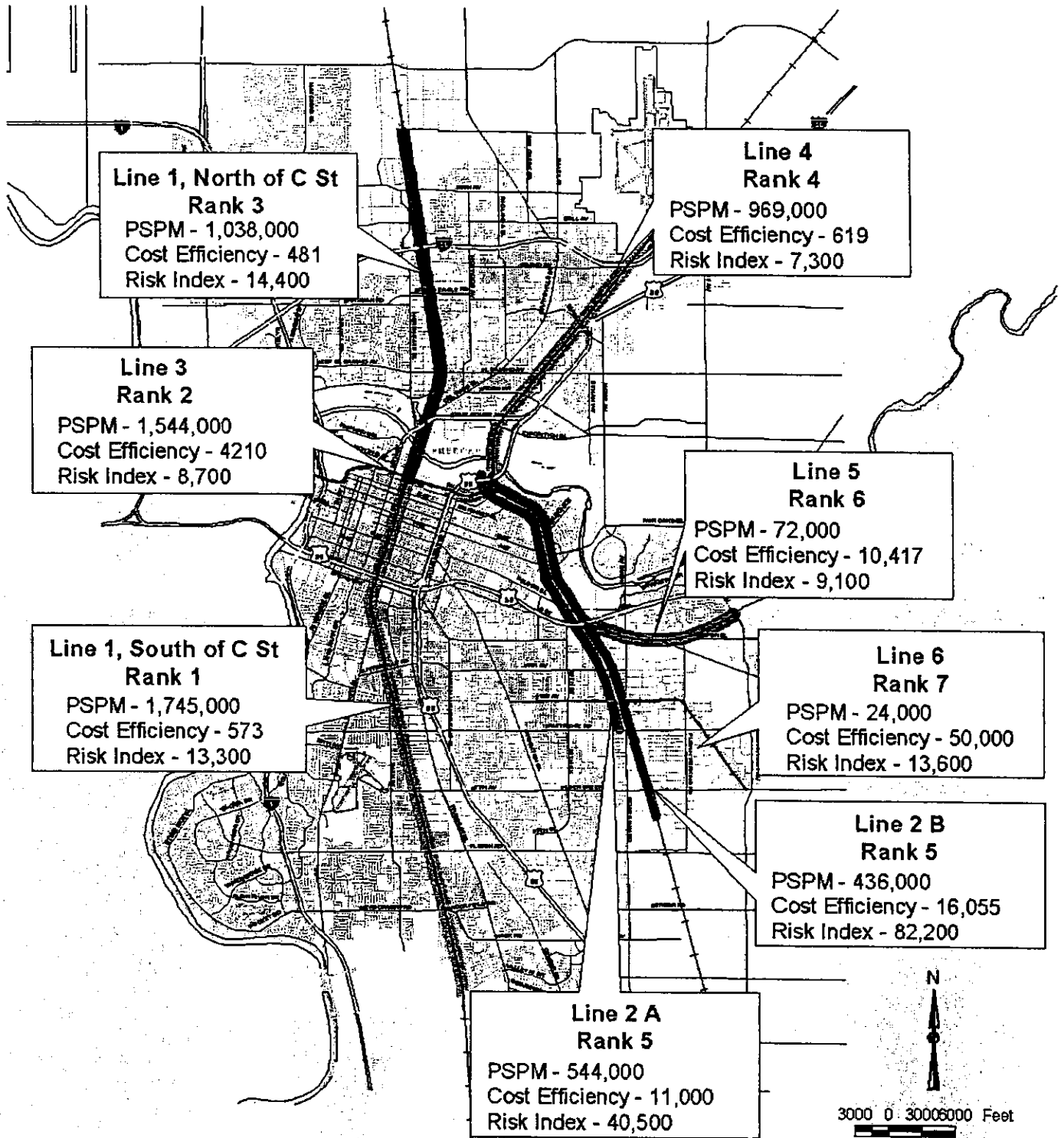
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# RAILROAD LINES NEW QUIET ZONES RANKING



**NOTES:**  
- Ranking based on PSPM  
- Risk Index for Line 1, North of C Street  
Assumes Constructed Main Avenue Overpass

Map Contact: S. Tobin  
Map Date: July, 2004

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